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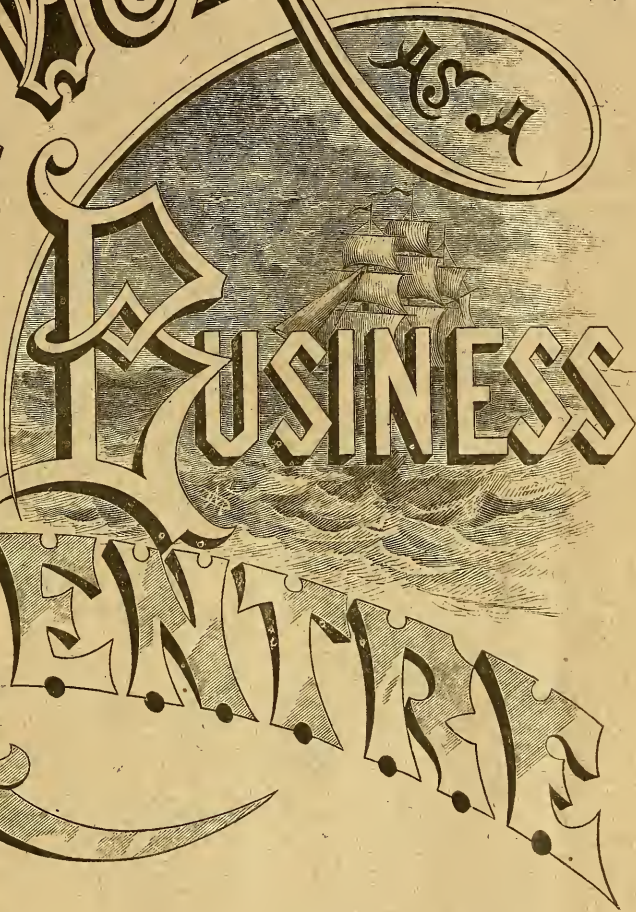
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UNITED STATES OF AMERICA.

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NORFOLK AS A BUSINESS CENTRE



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Its Principal Industries and Trades.

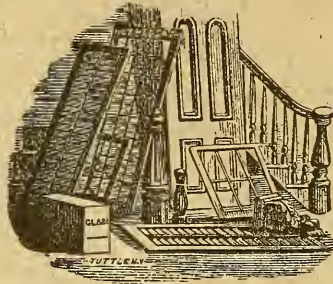
By Cary W. Jones

1880.

LUTHER SHELDON,

DEALER IN

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MOULDINGS, BRACKETS, STAIR RAILS, NEWELS,
BUILDERS' HARDWARE,

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AND

BUILDING MATERIAL OF EVERY DESCRIPTION.

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WADSWORTH, MARTINEZ AND LONGMAN'S

Pure Prepared Ready-Mixed

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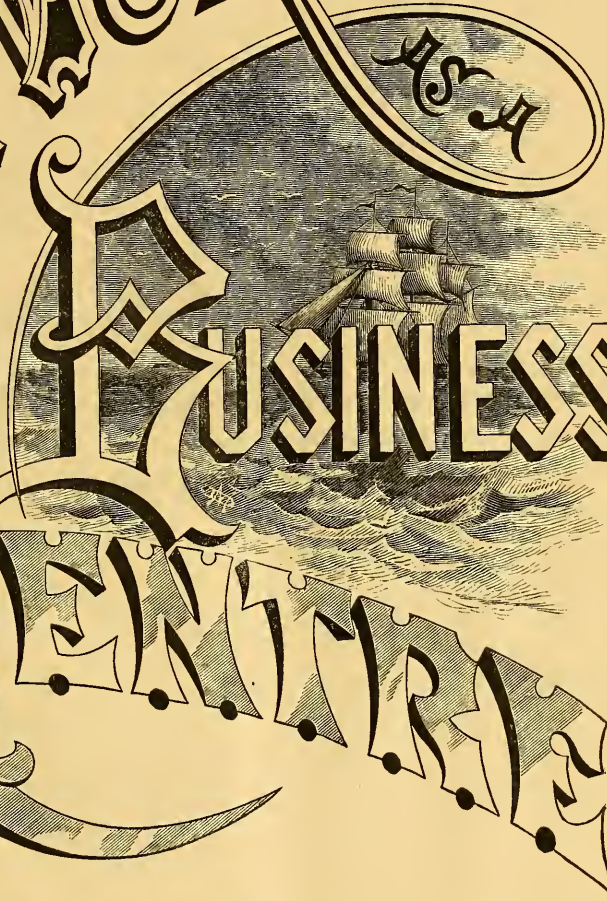
Guaranteed to be free from Water, Alkali or Adulterations.

SEND FOR CARD OF COLORS.

Nos. 16 W. Side Market Sqr. and 49 Roanoke Avenue,

NORFOLK, VA.

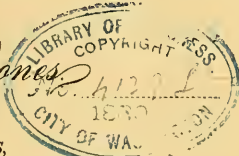
NORFOLK AS A BUSINESS CENTRAL



Its Principal Industries & Trades.

By Cary W. Jones

VIRGINIAN JOB PRESSES,
CORNER MAIN AND COMMERCE STREETS, NORFOLK, VA.
1880.



m. L. 100

Entered according to Act of Congress, in the year 1880,

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NOTICE.

THE object of this volume is to give a succinct sketch of Norfolk's establishment as a City, with brief allusions to those important events in her history which have conspired to render her great as a Southern Market and Seaport City ; together with mention of the Principal Trades, Manufactures and Avenues of Commerce, which in their reciprocal action tend to increase her prosperity and wealth.

The competition existing *to-day* between all business centres demands that Norfolk, with *unequalled natural* advantages, should have them proclaimed to the unacquainted, by one whose experience in their midst enables him to portray them with reasonable accuracy, certainly to avoid superfluous coloring.

Care has been taken to render the work worthy the perusal of the unprejudiced man of business, who looks beyond mere personal ends, and appreciates the necessity of fostering every public or private enterprise having in view the promotion of the general good. The importance of this work is fully appreciated and its shortcomings apparent to none so much as to the author, who, unlike others, does not crave for it that "generous criticism," because he does not claim for it any literary merit, but designed that it should be a plain *expose* of the various trades mentioned ; nor does he lose sight of the fact that a pardonable pride in the City's Prosperity and Growth is the most powerful incentive to development and future progress.

The views presented of streets, wharves, public buildings and business houses, will doubtless prove interesting to those who have not witnessed the gradual and substantial improvements going on within the City, and the advertisements displayed throughout the book should claim the attention of all who have or desire business relations with Norfolk.

With these explanations the work is offered to the merchants in that section of country tributary, and which should be tributary to Norfolk as a business centre, with the assurance that whatever their vocation, they will find the merchants of Norfolk possessed, as a class, of rare business acumen, liberality in its broadest sense, and ready at all times to extend every *possible* courtesy to their patrons.

We have rebuilt this Warehouse at considerable cost, for the better handling and protection of our friends' Cotton, and have made it the most spacious, complete, and best Cotton Warehouse in the State.

Having conducted this business for a long series of years, and having a LARGE EXPERIENCE and AMPLE MEANS, we are in a position to serve the interests of all those who entrust their shipments to our management.

*E. W. Grandy & Sons, Cotton Factors,
Norfolk, Va.*

HOUSE ESTABLISHED 1845.

We do EXCLUSIVELY a SELLING Commission Business,

And make the Sale of Cotton A SPECIALTY.



COTTON WAREHOUSE

OF

C. W. GRANDY & SONS,

SITUATED ON

Wide Water, Lee and Jackson Streets, Norfolk, Va.

OFFICE, SOUTH-EAST CORNER LEE AND JACKSON STREETS.

We have rebuilt this Warehouse at considerable cost, for the better handling and protection of our friends' Cotton, and have made it the most spacious, complete, and best Cotton Warehouse in the State.

Having conducted this business for a long series of years, and having a LARGE EXPERIENCE and AMPLE MEANS, we are in a position to serve the interests of all those who entrust their shipments to our management.

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HOUSE ESTABLISHED 1845.

NORFOLK.

HISTORICAL SKETCH.

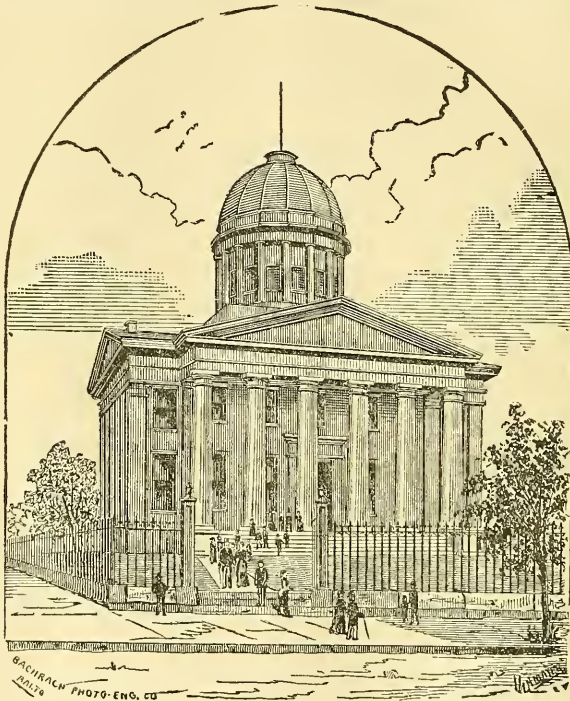
LORD BACON in his classification of learning, assigns to History everything that is related immediately to the memory ; “ I would thus include all the particular facts and events that are known by the *senses*, as distinguished from *Philosophy*, which is the sum of the general and necessary truths that are known by the *reason*, and from *Poetry* which treats the realm of the *imagination*.” In presenting to our readers a *History* of Norfolk, our space will not permit us to use the term with the comprehensive definition of Lord Bacon, but simply to give a succinct description of its settlement and its advancement in the scale of commercial importance from the time of its establishment in 1682 until the present date, 1880.

The name of Virginia was given to the Colony of which Norfolk was once the principal settlement, and the State of which it is now the principal seaport, in honor of Elizabeth, England’s Virgin Queen. In 1583, Sir Walter Raleigh fitted out an expedition to America, but being prevented by an accident from making the voyage, he gave the command to his half-brother, Sir Humphrey Gilbert, who, having obtained a patent from Queen Elizabeth, which authorized him to “ explore and appropriate remote and barbarous lands, unoccupied by Christian powers, and to hold them as fiefs or estates of the crown,” sailed from Plymouth in June, 1583, with five ships, and reached Newfoundland of which he took possession in the name of the Queen.

One of his vessels had turned back when but two days out ; another was abandoned at Newfoundland, and a third was lost, with nearly 100 men ; and Sir Humphrey himself, during the voyage home, went down in one of the remaining two. Raleigh, however, was not discouraged, but obtaining a more extensive patent and the title of “ Lord Proprietor ”

over an extensive region, fitted out two vessels under Philip Amidas and Arthur Barlow, who landed in Ocracoke Inlet, on the shore of North Carolina, on the 13th day of July, 1584, and returned to England in September following with glowing accounts of their discoveries. Then it was that Queen Elizabeth, called the newly formed region "*Virginia*," and conferred on Raleigh the honor of Knighthood.

In 1585, Raleigh fitted out a fleet of seven ships, which left the harbor of Plymouth on the 9th of April of that year, with one hundred and eighty colonists for the coast of Virginia. Sir Richard Grenville was commander of the squadron and Ralph Lane accompanied it as Governor

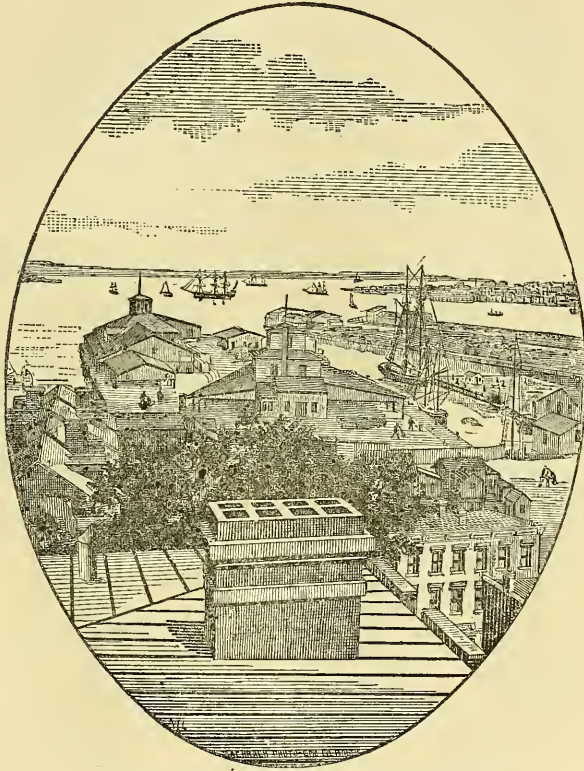


CITY HALL.

of the colony, with Amidas as his assistant. Thomas Harriot, an eminent mathematician and astronomer, also accompanied the expedition. Grenville, instead of sailing at once for the colony, cruised among the West Indies preying upon the rich Spanish merchantmen, and thus engendered among the colonists a spirit ill calculated to educate them for peaceful tillers of the soil, and delayed their arrival on the American coast until late in June, when they barely escaped shipwreck on a point of land which, from that circumstance, he named Cape Fear. After weathering this point, they reached, by sailing up the coast, Ocracoke

Inlet and landed on Roanoke Island. Harriot had been Raleigh's tutor in mathematics, and being deeply interested in the results of the expedition, did all he could to restrain the avarice of the colonists, who were more anxious to secure gold and plunder than to make a peaceful settlement of the soil.

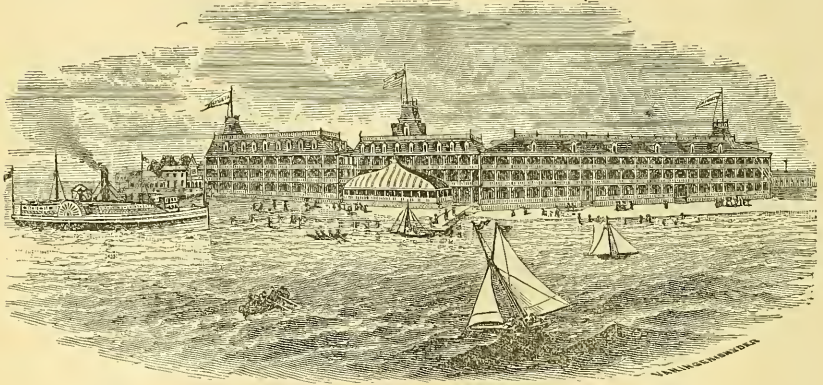
But Harriot could not control the passions of Governor Lane and the other colonists, and dissensions arose between them and the natives. Gov. Lane, thinking that there was a conspiracy to destroy his colony, invited



VIEW OF HARBOR.—LOOKING DOWN THE RIVER.

the King of the natives, Wingina, and his chiefs to a conference. They came, without weapons, and at a preconcerted signal Lane and his men fell upon them, and murdered them all in cold blood. This made enemies of those natives who before were friends, and each party stood on the defensive. The English, their supplies exhausted, could only depend on the woods and waters for a precarious subsistence, and the arrival of Sir Francis Drake with his fleet, who took them back to England, was their only deliverance. Sir Francis Drake's ships were scarcely out

of sight of the coast, before a vessel with supplies for the colony arrived, but finding no one there, it returned to England. Lane and his associates having contracted a taste for smoking tobacco, which was common among the natives, carried a supply of it to England and soon it became so popular that the demand was greater than the supply. It is even said that Queen Elizabeth herself became enamored of the weed, and that on one occasion, while she was smoking, Raleigh made her a wager that he could tell the weight of the smoke that she puffed from her lips in a given time. The Queen accepted the wager, Raleigh weighed the tobacco he put into her pipe, and after she had smoked it, weighed the ashes and claimed as the weight of the smoke the difference between the two. The Queen acknowledged that she had lost, but insisted he was the first alchemist

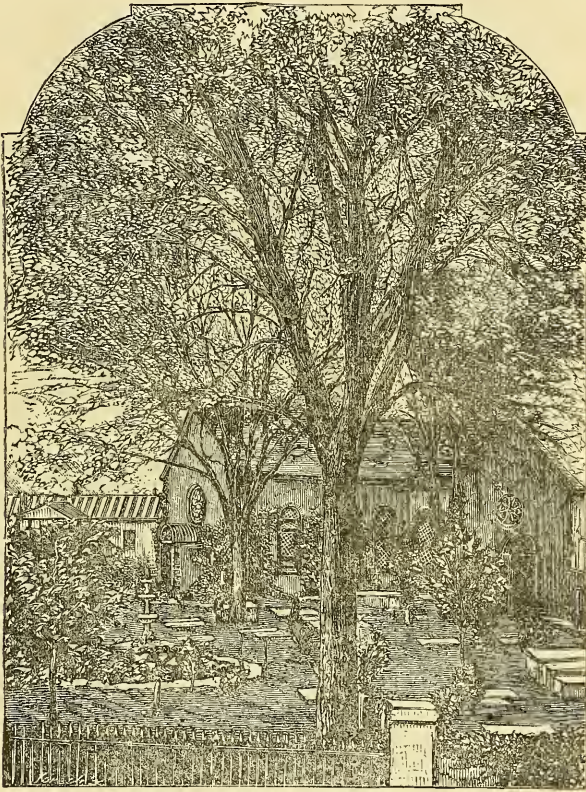


HYGEIA HOTEL, OLD POINT COMFORT, VA.

who had turned smoke into gold. A modern chemist would dispute the correctness of his test.

Raleigh was not disheartened by his reverses, but the report of his friend Harriot was so satisfactory that, in 1587 he sent out another colony under Governor John White, with a squadron of three ships who sailed for Chesapeake Bay, where the proprietor intended to locate a settlement. White reached Roanoke Island and found the fort built by Lane destroyed and the huts overgrown with weeds, and inhabited by deer. White planted the colony there and returned to England. While there Manteo, a friendly native, came with his mother and relatives from Croatan Island and invited them to his domain ; White took the opportunity to baptize Manteo and conferred on him the title of Baron, and "Lord of Roanoke," the first and last peerage ever created on the shores of our Republic.

Shortly after White returned to England. He left as colonists 89 men, 17 women and 2 children. One of these was his daughter Eleanor, who had married Mr. Dare, one of the Governor's assistants. Mrs. Dare about a month after her arrival gave birth to the first child of English parents born in the New World, and called her name Virginia after the Province. Governor White carried back with him a quantity of potato plants, and touching at Ireland left there the germs of what has since



ST. PAUL'S CHURCH, ERECTED IN 1739.

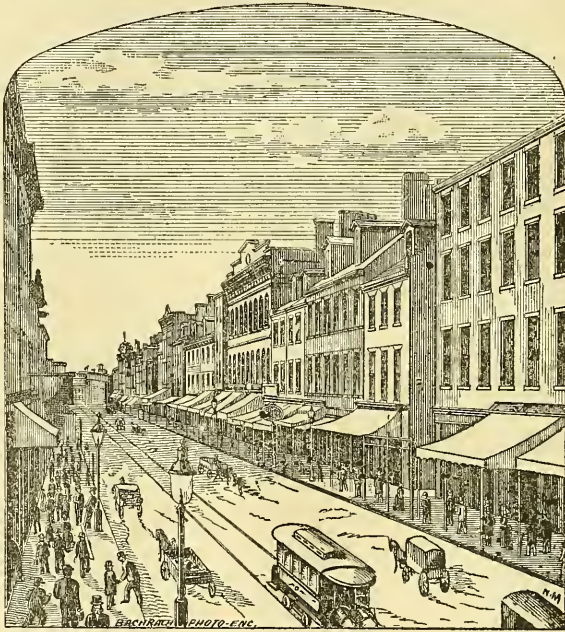
(From an Address for benefit of Ladies' Parish Aid Society. For sale by B. A. MARSDEN, Treas'r.)

become the staple crop of the Emerald Isle. When he reached England he found all excitement from the threatened invasion of the Spaniards, and it was not until April, 1588, that by great exertion Raleigh was able to send White back with two ships loaded with supplies. Instead of taking a straight course for Virginia, White cruised to secure Spanish plunder, and his vessels became so unseaworthy that he was compelled to return to England, and it was not until 1590 that, with two ships, he reached Roanoke Island to find it deserted. What had

become of the colonists is a mystery to this day. Perhaps, says a writer: "The 'Lord of Roanoke' had taken them to Croatan Island, and twenty years after, when Jamestown was settled, Virginia Dare was a fair young Indian Queen. Who can tell?"

Thus ended Sir Walter Raleigh's fruitless efforts to establish his colony of Virginia. He had spent £40,000 and at Queen Elizabeth's death, in 1603, there was not, so far as known, a single Englishman established in America.

The gifted Raleigh had staked his all, his hopes of advancement and

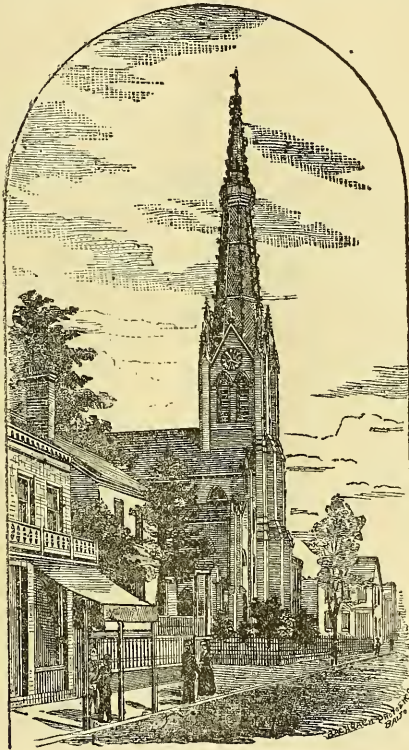


MAIN STREET.—LOOKING WEST FROM CHURCH ST.

emolument, the smiles of his sovereign and success of his life upon this, his gigantic effort to gain a footing in the "New World," to be called Virginia in honor of his Queen. He failed, and his head was the price paid for his service. But the spirit of Raleigh animated others of his countrymen, and ten years before his death his scheme for colonizing Virginia was accomplished, and a settlement made at Jamestown.

On the 19th of December, 1606, Captain Christopher Newport, with three small vessels and one hundred and five colonists, left England for the new world. This was the first colony sent out by the London company. They profited by the experience of former expeditions, and selected some score of farmers and mechanics to accompany the expedi-

tion. Captain Newport being unacquainted with the direct course, did not reach land until April, 1607, and while searching for Roanoke Island he encountered a severe storm, which compelled him to take refuge in Chesapeake Bay on the 26th of that month. Newport named the two headlands of this noble Bay, capes *Charles* and *Henry*, in honor of the two sons of his sovereign James I, and from the comfortable harbor he found in the vast roadstead which flows into the bay opposite its mouth, he named the northern point "*Point Comfort*." After rounding this point he sighted a beautiful river, which in honor of his King he named



ST. MARY'S (CATHOLIC) CHURCH.—HOLT AND CHAPEL STREETS.

the *James*. The fleet sailed up the river some distance, and on the 13th of May selected a site for the colony and began the settlement of Jamestown.

To Captain John Smith the success of this settlement is mainly due. To his indomitable energy and wise policy the colony was indebted for its very existence during the troublous times of its early days, and his friendly acts towards the natives served him in the moment of peril when he was saved from instant death by Pocahontas. The history

of this great man, the noblest type of the earliest settlers, is as familiar as household words, and needs no further notice at our hands.

On the 8th of June, 1680, one hundred and eighty-eight years after the discovery of America, and seventy-three after the settlement of Jamestown, an Act of Assembly was passed which authorized the purchase of fifty acres of land for the town of *Norfolk*. In 1662, two hundred acres of the land now included in the city of Norfolk, belonged to Lewis Vander Mull, who, that year, sold it to Nicholas Wise, Sr., a shipwright.

The act for the purchase of this land was called, "an Act for co-habitation and encouragement of trade and manufacture," and instructs that the price paid for "the land shalbe tenn thousand pounds of tobacco and caske, which sum the owner or owners thereof shalbe and are hereby



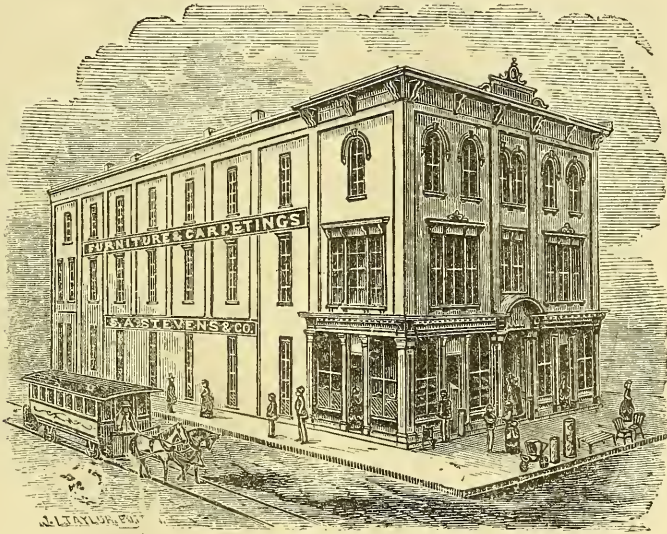
MAIN AND GRANBY STREETS.

constrained to accept, take, and receive, as free and valuable price for the said land forever." This act assigned to any person who would build a dwelling and warehouse upon it, half an acre of said land in fee simple, on payment to the county of one hundred pounds of tobacco and cask, the building to be commenced within three months after assignment.

The act further required all produce of the colony to be brought to the warehouses established, one in each settlement under this act, for storage, sale or shipment, and the penalty for failure to comply with this act was a forfeiture of the products. The act also provided, that "all goods, wares, English servants, negroes, and other slaves and merchandise whatsoever that shalbe imported into this colony from and after the 29th of day September, which shalbe in the year 1681, shalbe landed on shore, bought and sould at such appointed places aforesaid, and at noe other place whatsoever, under like penalty and forfeiture thereof."

Tobacco sent to these warehouses was exempt from all executions, attachments, &c. So important was the establishment of trade marts considered, that it was further provided that all who would "cohabitt, dwell, and exercise their trades within the said appointed place," should be exempt from the arrest of their persons or seizure of their property for debts previously contracted for five years, from the publication of the act.

On the 16th of August, 1682, the site of the present city was selected in "Lower Norfolk County, on Nicholas Wise, his land on Eastern Branch of the Elizabeth River, at the entrance of the branch," and purchased from Nicholas Wise, a carpenter of Elizabeth River Parish, and son of Nicholas Wise above named. The advantages of the situation had



S. A. STEVENS & CO.'S WAREHOUSE, MAIN AND GRANBY STS.

attracted so many to the new settlement, that in October, 1705, Norfolk was, by act of Assembly, established as a *Town*. The town of Norfolk continued to flourish until 1736, when by royal charter under date of September 15th of that year, it was made a **BOROUGH**. The charter defined the duties of the Mayor and other officials, and Samuel Boush was appointed Mayor, Sir John Randolph, Recorder, and George Newton, Samuel Boush, Jr., John Hutchings, Robert Tucker, John Taylor, Samuel Smith, Jr., James Ivey and Alexander Campbell, were named Aldermen. When the Borough was incorporated, its northern boundary ran from the cove at Town Bridge, (now the intersection of Church and Charlotte streets), in a westerly direction to the river, but in 1761 the limits were enlarged by an act of Assembly, so as to include

‘all the land south of a line running from the head of Newton’s creek, to the head of Smith’s creek.’ “In 1807 a new survey was ordered, and the line between the heads of the two creeks designated by stone landmarks.” The jurisdiction of the city now extends over a space of about eight hundred acres.

On January 20th, 1832, the Virginia Assembly passed an act granting the freeholders of Norfolk the “privilege of electing the Mayor of the Borough.”

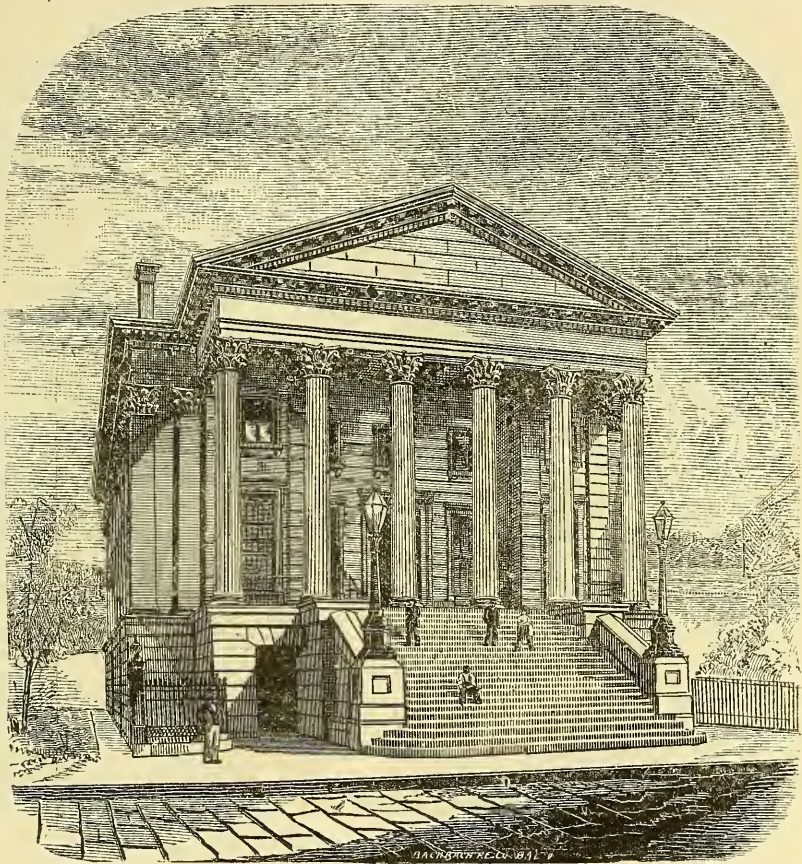


VIEW OF HARBOR, WITH NAVY YARD AND BERKLEY IN THE DISTANCE.

On February 13th, 1845; by act of Assembly the charter of Norfolk was altered and it became a CITY. From this time the commercial prosperity of Norfolk dates.

NORFOLK, the first city and chief seaport of Tide-Water Virginia, is situated on the Elizabeth river just below the confluence of the Eastern and Southern branches of that river, in latitude $36^{\circ} 50' 50''$. From Norfolk the Elizabeth flows in a broad and deep channel eight miles to Hampton Roads, where it mingles its waters with those of the Nansemond and the James, forming the finest roadstead on the Atlantic Coast.

The waters of Hampton Roads connect with those of Chesapeake Bay and both reach the Atlantic Ocean through the gateway of the Capes of Virginia, Cape Charles and Cape Henry. Within 50 or 60 miles of these Capes runs that favored highway of mariners, The Gulf Stream, whose friendly current bears the commerce of America to England and



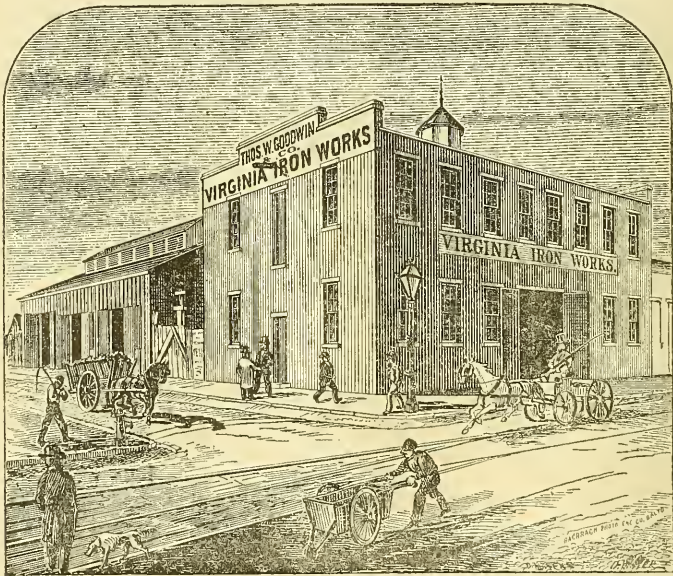
CUSTOM HOUSE.

the Continent, with accelerating speed through the rougher waters of the ocean.

The late Commodore Maury, of the Confederate Navy, better known to the world as Lieutenant Maury, the greatest of physical geographers of the present century, in his *Physical Survey of Virginia*, has demonstrated the commercial advantages of Norfolk with an array of facts and figures from which we shall largely quote as indisputably authoritative. Referring to the geographical position of this city, he says :

“Naturally and both in a geographical and military point of view, Norfolk with Hampton Roads at the mouth of the Chesapeake Bay as its lower harbor, and San Francisco inside of the Golden Gate in California, occupy—one on the Pacific, the other on the Atlantic—the most important maritime positions that lie within the domains of the United States. They curtain the entire ocean front of the country East and West.

Each holds the commanding point on its own side; each has the finest harbor on its coast; and each, with the most convenient ingress and egress for ships, is as safe from wind and wave as shelter can make them. Nor is access to either ever interrupted by the frosts of winter. In the harbors of each, there is water and room to berth not only all the ships of commerce, but the navies of the world also.



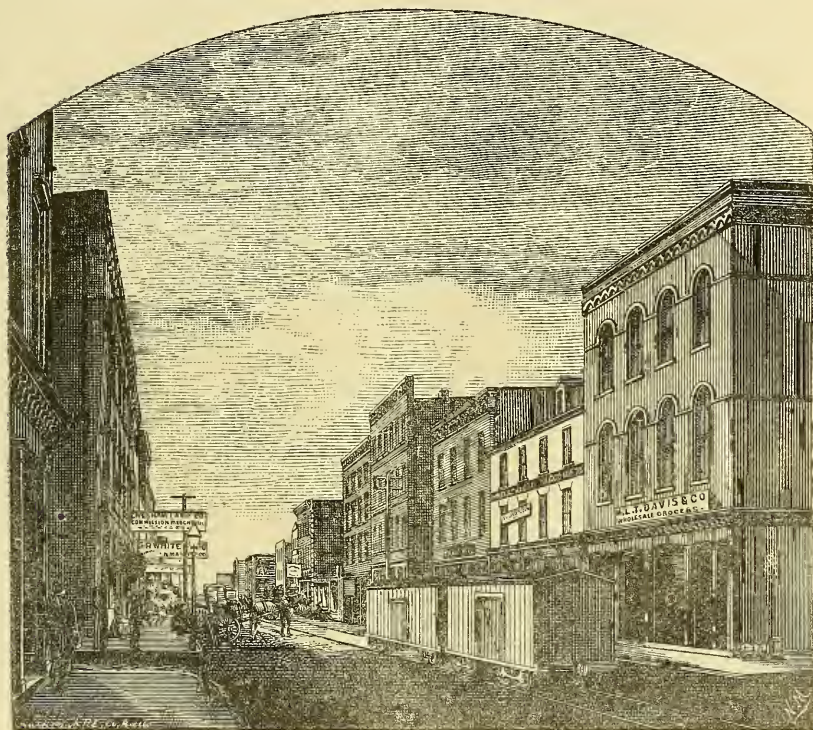
CORNER WATER AND MADISON STREETS.

Government, appreciating the importance of these two havens of the sea in their military aspects, has designated them as the principal naval stations on each coast.

The Chesapeake Bay is a “king’s chamber” in the bosom of Virginia which no belligerent may enter with other than good intent. It affords the finest harbors on the coast, and, moreover, they are those farthest to the north on the Atlantic side of the continent that are never obstructed by ice. It is Virginia water, for it passes through her borders to the sea, and enters it between her own capes. Just between these

capes, and under their shelter, lie Hampton Roads and Lynnhaven Bay—the “Spit Head” and the “Downs” of America.

To the south, all the seaport towns as far as the Reefs of Florida, have their harbors obstructed by bars over which the larger vessels of commerce can never pass; and the extent of back country, naturally tributary to them, is, in comparison with that which is tributary to the seaport towns of Chesapeake Bay, very small. It does not extend beyond the drainage of these rivers.



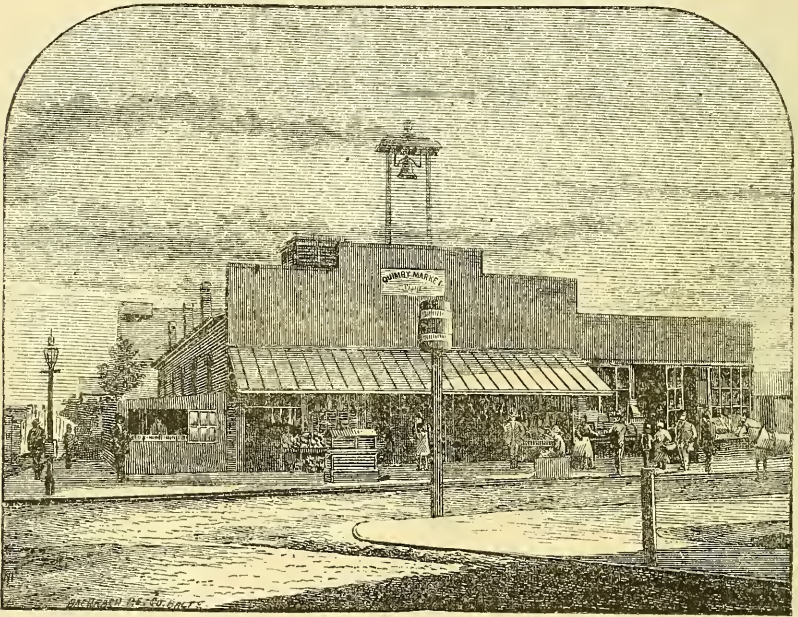
WATER STREET, LOOKING EAST FROM COMMERCE ST.

The harbors that lie north of the Chesapeake are liable to obstructions by ice every winter, and their approaches are often endangered by the fogs which prevail in their offings.

This noble sheet of water, with its spacious harbors, is large enough to accommodate shipping sufficient to afford transportation for all the products and merchandise of the West were they a thousand-fold more abundant than they are; and it is the most convenient point on the entire coast for distributing them north and south along the Atlantic seaboard, or for sending them to markets beyond the sea.

As for back country considered with regard to extent, fertility, and material resources, there is no sheet of water in the world that has such sources of commercial wealth tributary to it as a judicious system of internal improvement would bring into connection with the Chesapeake Bay.

Geographically considered, the harbors of Norfolk and Hampton Roads and New York, occupy most important and commanding positions on the Atlantic coast of the United States. They are more convenient to the ocean than Baltimore, Philadelphia and Boston are, because they are not so far from the sea.



QUIMBY MARKET, CORNER CHURCH AND QUEEN STREETS.

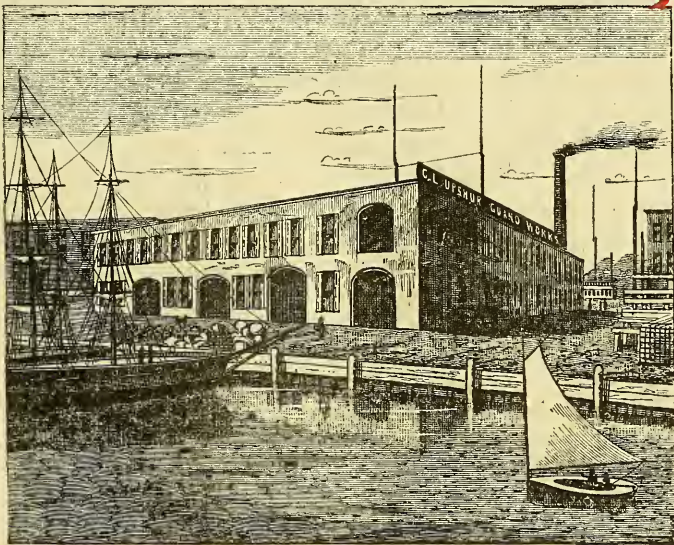
Depth of water that can be carried out and distance from the sea.

	Distance from Sea.	Depth of Water
Hampton Roads	15 miles.	30 feet.
New York	30 "	23 "
Boston	100 "	21 "
Philadelphia	100 "	23 "
Baltimore	160 "	16 "

Between each of the last three and the sea, there is a tedious bay navigation, but each of the first two is situated upon a well sheltered harbor that opens right out upon the sea with beautiful offings, those of Hampton Roads surpassing the other in all the requirements of navigation

both as to facility of ingress and egress, certainly of land fall, depth of water, and holding ground."

Comparing Norfolk with New York geographically, Com. Maury shows that Norfolk is nearer the central States of the Mississippi valley than New York. This he demonstrates by a map upon which are taken two points equidistant from New York and Norfolk—one of these points being located on the sea-coast of the Atlantic, the other on the Pacific—a line is then drawn between the two. All points North of this line are nearer New York, all points South of it nearer Norfolk. It will thus be seen that all the great cities of the West, Chicago, St. Louis, Cincinnati, Louisville, and the States of Kansas, Iowa, Indiana, Illinois,



UPSHUR'S GUANO WORKS, BAIN'S WHARF, PORTSMOUTH.

Missouri and nearly all Ohio, are geographically nearer to the Capes of Virginia than to Sandy Hook. The completion of the James River and Kanawha Canal to the Ohio River, would furnish *continuous water navigation* from Fort Benton at the foot of the Rocky Mountains, 3,100 miles above the mouth of the Missouri, to Norfolk, a distance of 4,685 miles, and make tributary to this city the whole of the hydrographic basin of the Mississippi north of the mouth of the Ohio. The rapid growth of the West, its increasing preponderance in government influence, and the demands for cheap transportation of the enormous products which already choke the present avenues of commerce between the two sections, must ere long compel the opening of new highways which shall

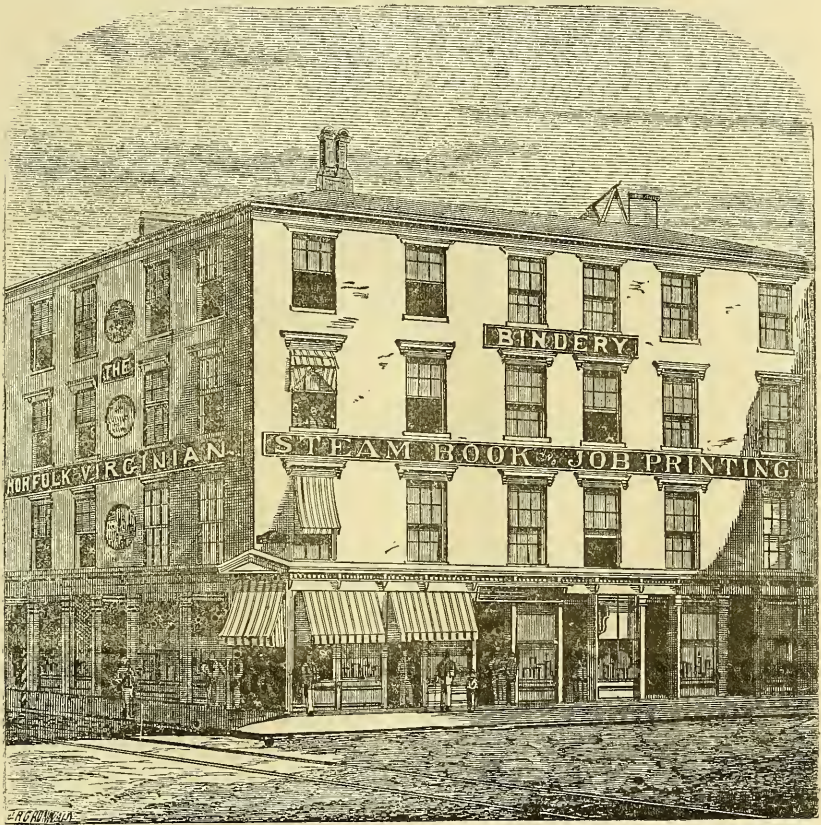
combine the elements of cheapness and amplitude. All the interior west of the Alleghany Mountains and north of Tennessee, is now commercially tributary to New York, Philadelphia or Baltimore, but the time is coming when the necessities of the nation will compel the recognition and utilization of the geographical and topographical advantages of Norfolk. Nature has given us the position and the nation must eventually avail itself of it.



COMMERCE STREET.—FROM WATER TO MAIN STS.

Beginning its existence as a City, as we have said, in 1845, immediate prosperity seems to have attended its new state, as shown by the increase in the assessed value of Real Estate, the rapid growth of its trade and the development of a spirit of enterprise, which soon launched the new city into a current of progress. At that time, its only avenue of communication with the interior, beside its county roads, were the natural ones furnished by the waters tributary to the Chesapeake, and the Dismal Swamp Canal, connecting it with the Sounds of North Carolina and the

rivers emptying into them. This Canal was opened in the year 1828, the United States Government and the State of Virginia being its largest stockholders, and for many years it has poured into the lap of Norfolk a large and remunerative trade in lumber and naval stores. Of recent years this Canal has been burdened by a large debt, and recently it was sold to satisfy the lien of the bondholders, and purchased at a very reasonable price by a company of wealthy citizens of Norfolk and others,

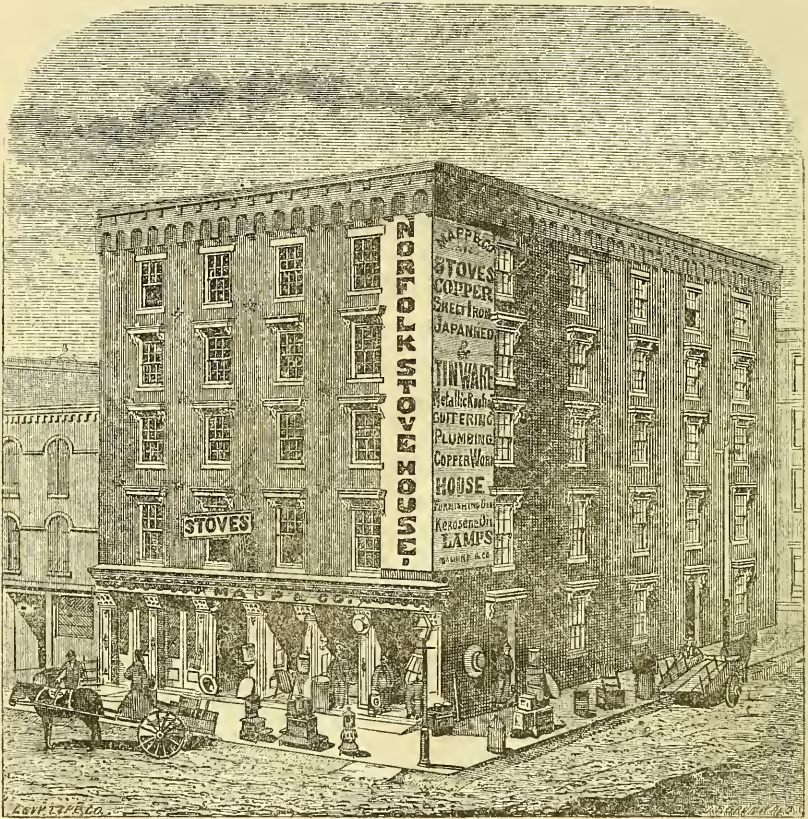


NORFOLK VIRGINIAN BUILDING.—CORNER MAIN AND COMMERCE STREETS.

who propose to make all the improvements necessary to its successful and profitable working. Running as it does through one of the finest lumber regions in the world, and connecting with the Sounds of North Carolina, the business that will pass over it must be large and profitable to those who purchased it.

In 1853, the Norfolk and Petersburg Railroad was begun, and in 1859 it was completed to Petersburg, where it met the Southside Road,

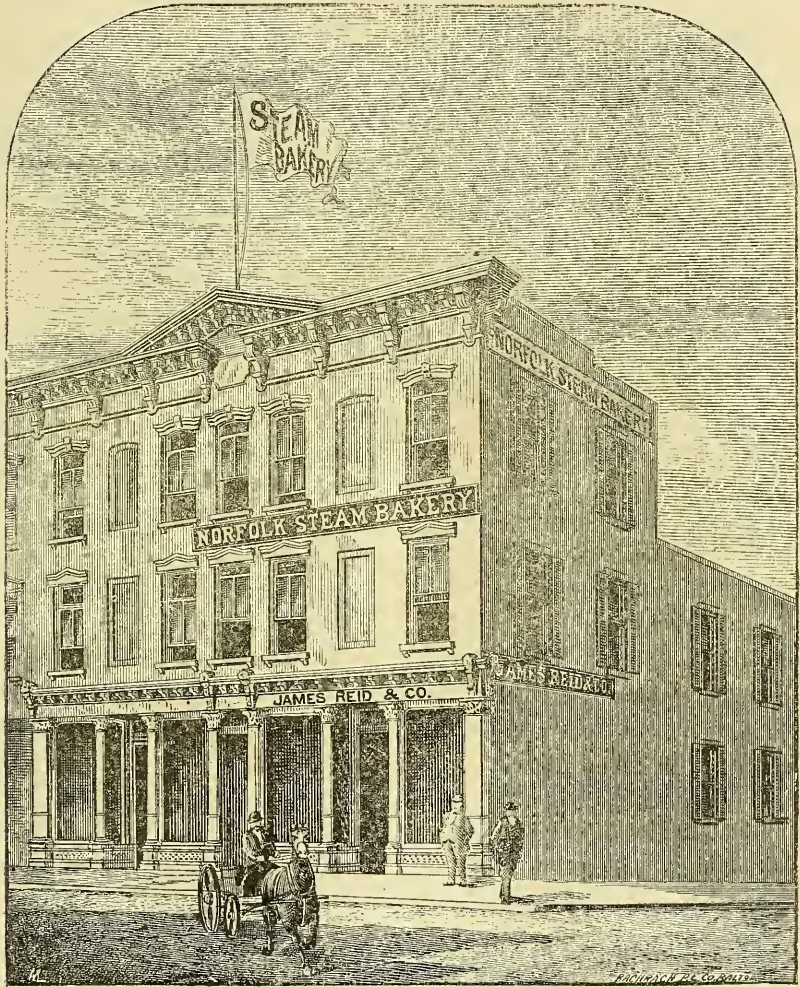
running from Petersburg to Lynchburg, and there connecting with the Virginia and Tennessee Road to Bristol. These three Roads, before the late war, were owned by separate and generally conflicting interests, and the consequence was that little more than a way business was done by any of them. The termination of the war found them all in a most lamentable condition—their treasuries empty, their credit destroyed, their bridges, many of them, burned, their rails, in many places, torn up, and



MAPP & CO'S STOVE HOUSE.—WATER ST. AND ROANOKE AVE.

what were not torn up, worn out, and their rolling stock in a most delapidated plight. For a year or two after the war they struggled on in a lingering attempt, at separate existence, until finally, in an auspicious hour for Norfolk, a consolidation of the three Roads was effected, under the name of the Atlantic, Mississippi & Ohio Railroad, with a charter that provided for the extension of the consolidated Road to meet the system of Kentucky Roads, and authorized a loan of \$15,000,000 to

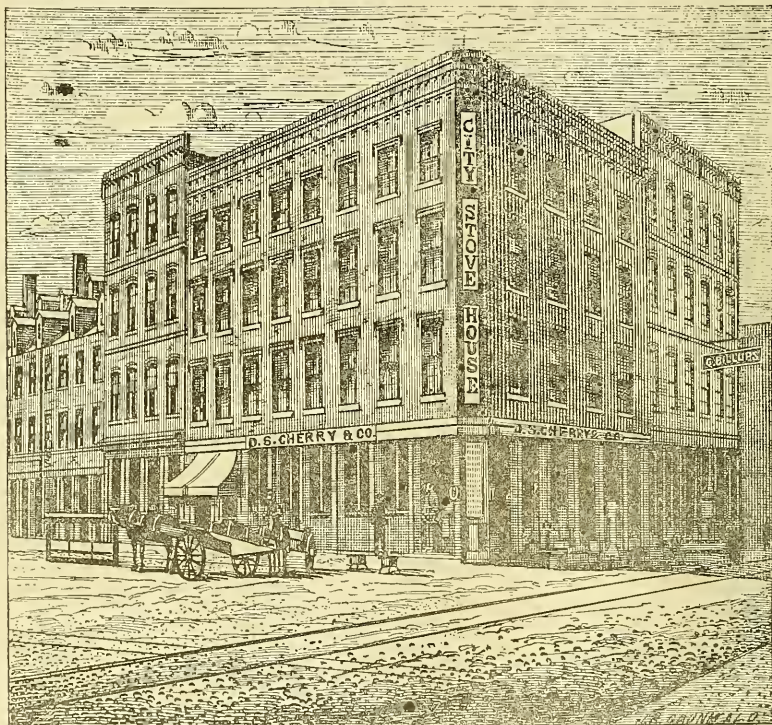
repair and properly equip the whole line. A large part of this loan was negotiated in Europe, and the consolidated line was placed in first-class condition and supplied with all the necessary rolling stock. The consolidation of these Roads, with their terminus at Norfolk, at once gave to this City advantages which it never before possessed, and brought



JAMES REID & CO'S BAKERY, 87 MAIN STREET.

us in direct and unbroken communication with the interior, as far West as Memphis. The Atlantic, Mississippi & Ohio Road now stretches its consolidated length of 408 miles from Norfolk, at one end of the State, to Bristol, at the other—where it connects with the East Tennessee.

Virginia & Georgia Road, to Chattanooga, and there with the Memphis & Charleston Road to Memphis, on the Mississippi. Freights between Memphis and all points East of it, and this city, are carried both ways without breaking bulk, and cars loaded in Memphis with cotton are brought through direct to our wharves and their freight delivered to the ship that is to carry it to Europe, or other foreign destination. More than that, bills of lading are now delivered in Memphis for cotton coming over this line, to Liverpool or other foreign ports. A glance at the map will show that



D. S. CHERRY & CO.'S STOVE, AND C. BILLUPS' AGRICULTURAL IMPLEMENT HOUSES,
WATER ST. AND ROANOKE AVE.

the Atlantic, Mississippi & Ohio Road, with the connections we have mentioned, passes through Virginia, Tennessee, Georgia, Alabama and Mississippi. But in most of these States this trunk line is intersected by other Roads, crossing it North and South and thus forming feeders that bring their tribute to swell its transportation. Among others, we may mention the Cincinnati Southern, which, coming down from Cincinnati, meets it at Chattanooga, and being of the same gauge, can deliver its freight in cars that will run down over the trunk line to Norfolk with bulk unbroken. This line has just been opened, and it furnishes us an

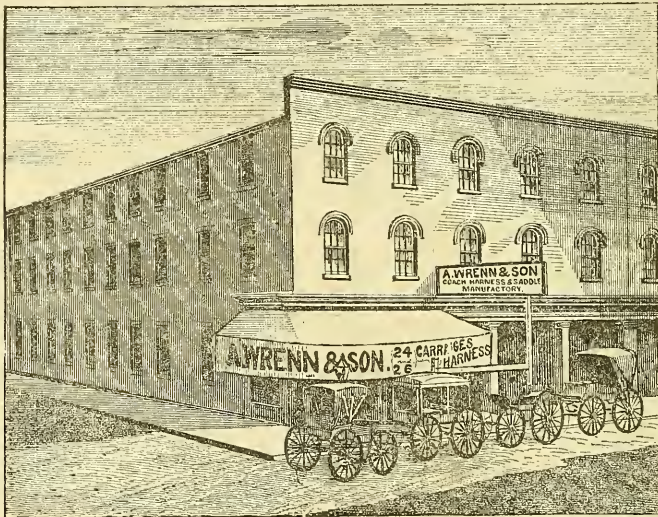
all rail connection with Cincinnati and the great cities of the West, beyond it. Hitherto freights from this direction, to this city, have been obliged to break bulk, either at Huntington, on the Chesapeake & Ohio Road, or at Baltimore, on the Baltimore & Ohio Road. At Chattanooga we also meet the Nashville, Chattanooga & St. Louis Railroad, connecting us with Nashville and St. Louis, and the Alabama & Chattanooga Road, running down through Alabama 295 miles, to Meridian, Mississippi, and connecting there with the Vicksburg & Meridian Road, running



FIRE DEPARTMENT, AND BOARD OF WATER COMMISSIONERS' BUILDING,
WILLIAMS AND TALBOT STREETS.

through the heart of Mississippi to Vicksburg. At Dalton, Georgia, we meet the Western & Atlantic Road from Atlanta, Georgia, the great Southern Railroad centre, and the Selma, Rome & Dalton Road, running 236 miles through Alabama, to Selma and Montgomery. At Decatur, Alabama, we cross the Louisville, Nashville & Great Southern Road, running from Nashville, Tennessee, to Montgomery, Alabama, 300 miles. At Corinth, we intersect the Mobile & Ohio Road, running 250 miles due South, through the State of Mississippi, and thence 83 miles to Mobile,

Alabama, where it connects with the New Orleans and Mobile Road, to New Orleans. At Grand Junction, Tennessee, we connect with the Mississippi Central, running south through Holly Springs and Grenada, to Jackson, Mississippi, and thence to Vicksburg and New Orleans. And at Memphis we strike the Mississippi River, the greatest of all the water highways of the country, and there tap the mighty commerce that mingles in its volume, the grain of the West and the cotton of the South. At Memphis, too, we find the Eastern terminus of the Memphis & Little Rock Railroad, stretching out beyond the Mississippi, through the corn and cotton fields of Arkansas, to Little Rock, and thence onward, with

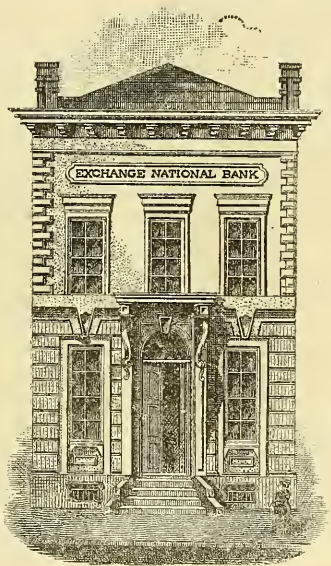


A. WRENN & SON'S CARRIAGE MANUFACTORY, 24 & 26 WATER STREET.

its connections, to the Empire State of Texas, producing this year more than a million bales of cotton, the greatest part of which, must seek ultimate shipment from the Atlantic coast. With such a system of connecting Roads, all of which contribute, more or less, to the quota of our commerce, it is not strange that the receipts at Norfolk over the Atlantic, Mississippi & Ohio Road have steadily increased year to year, until at this date—February 1st, 1880—the amount of cotton alone, received over its rails since September 1st, 1879, foots up to 177,069 bales, an average of nearly 1,200 bales per day. The Atlantic Mississippi and Ohio Road with its connections South and West, forms a system of transportation known as The Virginia and Tennessee Air Line, over which in connection with our coastwise steam lines, immense freights are shipped between the Northern Cities and all points South and West, via Norfolk.

In 1851 the Seaboard & Roanoke Railroad was completed from Portsmouth to Weldon, North Carolina. This Road, like all others, suffered greatly during the war in the loss of bridges, destruction of rails and depreciation of rolling stock; but immediately after the war the work of repair and restoration was begun, and it was soon placed in complete running order. Forming as it does a connecting link between Norfolk and the whole system of Roads throughout the States of the South Atlantic and Gulf Coasts, it is one of the main arteries of our trade.

The Seaboard & Roanoke Road, runs from Portsmouth to Weldon, North Carolina, where it connects with the Raleigh and Gaston Road



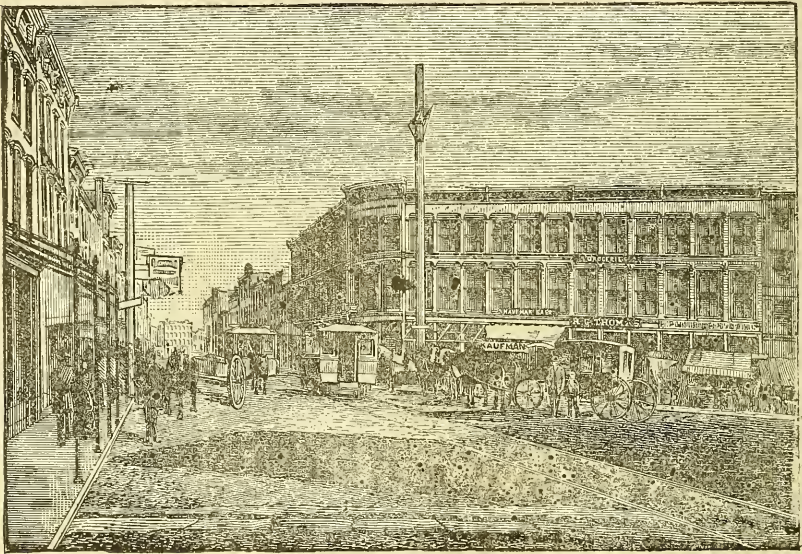
EXCHANGE NATIONAL BANK.—MAIN STREET.

leading to Raleigh, the capital city of North Carolina, where it meets with the Raleigh and Augusta Road running to Hamlet, South Carolina, and then intersects the Carolina Central Road from Wilmington to Charlotte. At Charlotte we find the Atlantic, Tenn. and Ohio, connecting with the North Carolina Road to Ashville, the Charlotte, Columbia and Augusta Road to Columbia and Augusta, and the Atlanta and Charlotte Air Line leading to Atlanta, Georgia, and there striking the whole system of railroads of Western Georgia. From Atlanta, the Atlanta and West Point and Western Alabama Roads extend to Montgomery, where they connect with the Mobile and Montgomery Road to Mobile, and thence via the New Orleans and Mobile Road to New Orleans.

All these Roads, starting from Norfolk on the Seaboard & Roanoke

Road, with one or two exceptions, give through bills of lading to Norfolk, and constitute what is known as the "Seaboard Air Line."

The Seaboard & Roanoke Road also forms the connecting link from Norfolk with the Roads composing "The Atlantic Coast Line." This system starting from Norfolk over the Seaboard and Roanoke Road, at Weldon takes the Wilmington and Weldon Road to Wilmington, thence connecting with the Wilmington, Columbia and Augusta Road to Columbia, where it meets the Spartansburg and Union Railroad to Spartansburg, and the Greenville and Columbia Road to Greenville, with branches to Laurens and Blue Ridge, S. C. At Florence, on the W. C. &



MARKET SQUARE, LOOKING EAST FROM COR. BANK AND MAIN STS.

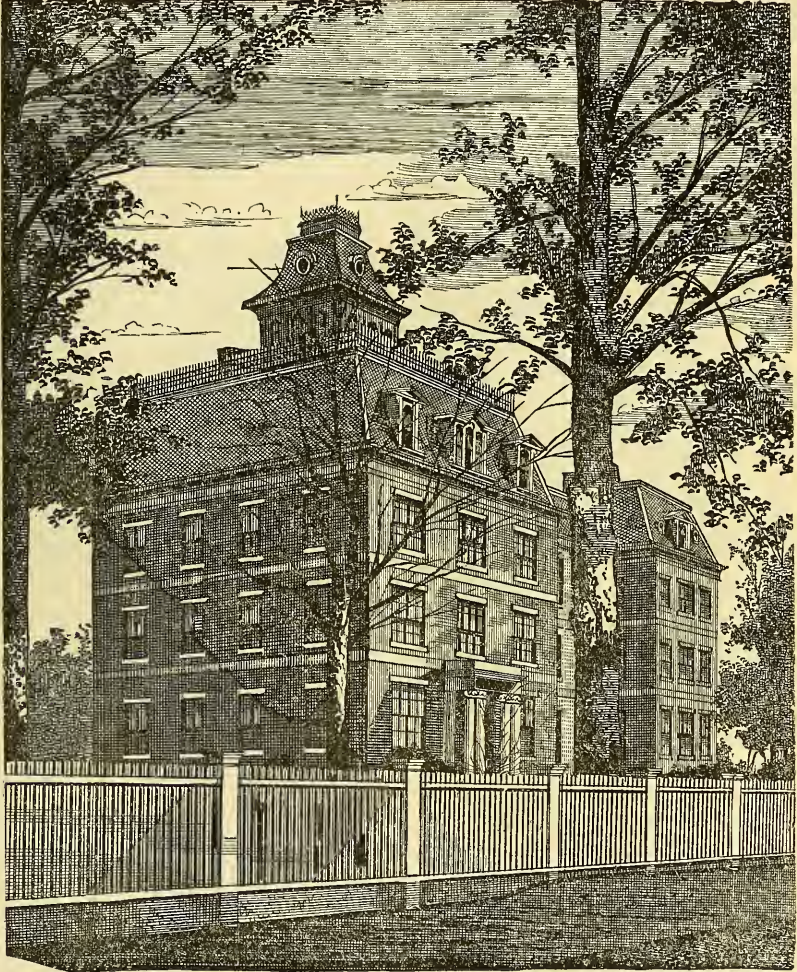
A. Road, it connects with the Cheraw and Darlington Railroad to Cheraw, and with the North Carolina Eastern Railroad to Charleston, S. C. : whence it extends by way of the Savannah and Charleston Road to Savannah, and thence via the Atlantic and Gulf Road and the Florida Central Road to Jacksonville, Florida.

The Atlantic Coast Line with its trunk roads, runs the entire length of the South Atlantic Coast from Norfolk to Jacksonville, taking in the chief seaport cities, (whence its name), and is moreover fed by numerous connections with Roads running up through the central and western parts of the Carolinas and Georgia.

At Columbia, S. C., the Atlantic Coast Line meets the Piedmont Air Line extending over the Charlotte, Columbia and Augusta Road to

Augusta, and over the Georgia Road to Atlanta, Macon and Athens.

It will thus be seen that Norfolk is connected by the most numerous and abundant avenues of transportation, with all the South Atlantic and Gulf States. North Carolina, South Carolina, Georgia and Mississippi,



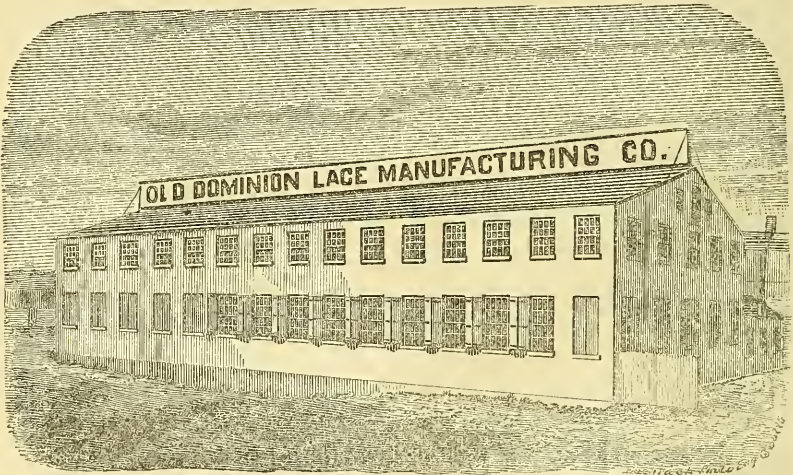
HOSPITAL ST. VINCENT DE PAUL.—CHURCH AND WOOD STS.

are reached by various routes that afford the amplest conveniences for the carriage of the products of these States, to the best harbor on the Atlantic coast. The reader, with the map before him, can well see why Norfolk has already attracted to herself a large share of these products, and is already *the third cotton port* of the country. *Our receipts of cotton*

from September 1st, 1879, to February 1st, 1880, were over 424,000 bales. Of this amount 199,000 were received via the Seaboard and Roanoke Road.

This great staple, which in past years passed by our door on to Baltimore or New York, now finds both its best home market and its most convenient place of foreign shipment here. The great increase of cotton receipts in this city, gives the gratifying assurance that the planters of a large portion of the South have fixed on Norfolk as the most profitable mart for their cotton, and that the future will bring to us still greater and more abundant evidence of their confidence.

But it is not alone as a cotton market and a cotton port that Norfolk is rising into eminence.



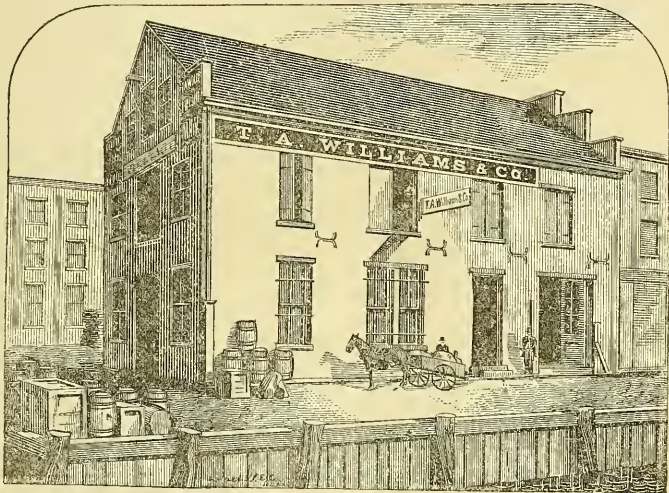
OLD DOMINION LACE MFG CO'S FACTORY.—CHESAPEAKE STREET.

The Atlantic, Mississippi & Ohio and Seaboard & Roanoke Roads, bring to us from our own State large and most valuable products, which are greatly increasing in quantity and value.

The Peanut Crop of Virginia, grown principally in the counties contiguous to these Roads, has increased from year to year until its culture has become one of our most productive industries, and this year will probably bring to this city for market, one million bushels of peanuts.

From South-West Virginia, we are now receiving for shipment to England great numbers of beef cattle. No section of the country can raise finer cattle than those of this region, and this business, now in its infancy, promises to increase in its magnitude to proportions commensurate with the demand for American beef that is now being developed

not only in England, but all over Europe. The farmers and cattle-growers of the Old World, cannot compete, with their high lands and scarcity of grazing territory, with those of America; and the day is near at hand when England and all the most thickly settled States of Europe, will be entirely dependent on this country for meat of all kinds. The stock raisers of South-West Virginia, in their magnificent and well watered blue grass lands, have an element of wealth that is now but in the bud of its development, and that in a few years will yield the most magnificent returns. The comparative cheapness of land and labor give them great advantage over the cattle breeders of the Eastern and Northern States, while their proximity to market will always enable them



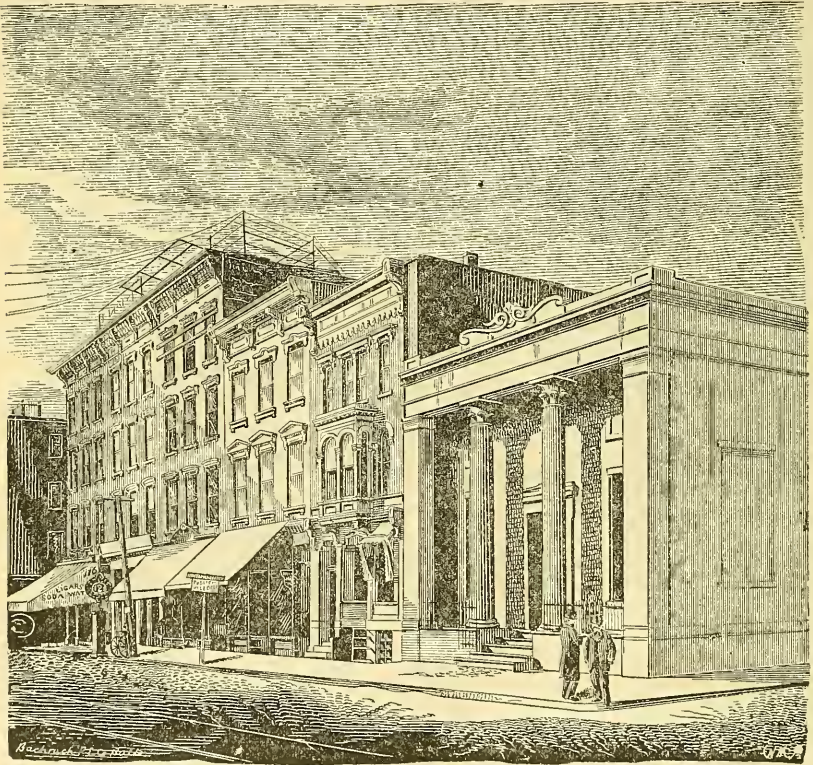
T. A. WILLIAMS & CO'S WAREHOUSE.—2 & 4 ROANOKE SQE.

to compete successfully with those of the Western States. For the cattle trade of South-West Virginia, Norfolk must be the exclusive shipping point to Europe.

But the Middle and Western counties of the States through which the A., M. & O. Road runs, in addition to their agricultural and grazing advantages, already well known, possess resources of wealth hidden beneath the soil, which are now being dragged to daylight by the hand of science and practical industry, and which, in the near future, will be found to equal, if they do not exceed, the mineral riches of any section of this country.

In Tidewater Virginia the chief and most valuable of our deposits is *Marl*. This is found in great quantities and variety convenient to railway and river transportation. Its value can be judged from the fact

that more than a million tons of marl were used by farmers and truckers in New Jersey in the year 1868, and its use increased the value of their lands incalculably. All along the line of the A., M. & O. Road, from Farmville to Bristol, mineral ores of gold, copper, lead, iron and coal are found, the latter two in great variety and abundance. Recently, Northern capital has taken hold of the subject of mining in Virginia, and in the vicinity of Lynchburg several mines and furnaces have been started by men whose experience in other localities enables them to appreciate the

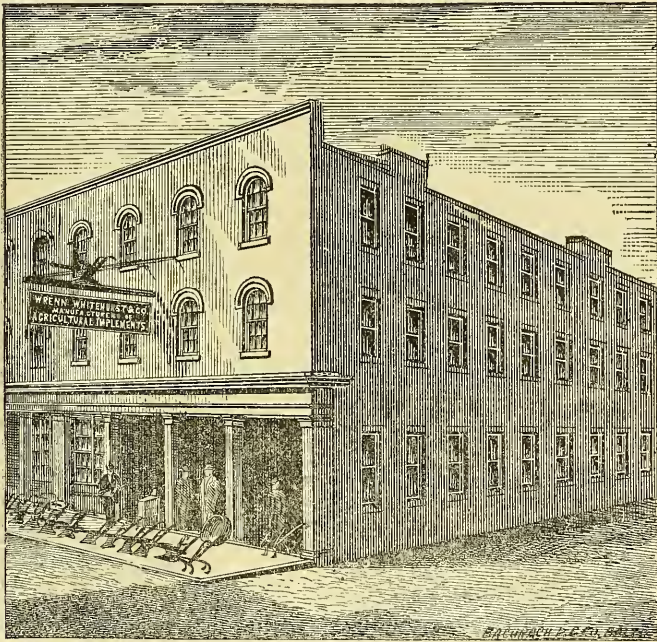


NORTH SIDE MAIN STREET, FROM BANK TO ATLANTIC STS.

advantages of the enterprise. Over a million dollars has been invested in that vicinity in Iron properties in the last few months. The proximity of the coal and iron regions in what is known as the "Great Appalachian Coal Field," which is traversed by this Road, in South-West Virginia, affords advantages for the smelting and manufacture of iron which are unsurpassed in the world. The lead mines of Wythe county have been worked many years, and about 30,000,000 pounds have been taken from them. During the late war they for a long time furnished the principal

supply of that article for the armies of the Confederacy. Zinc ores are also found in large quantities in these counties, and at present, shipped to other States for smelting. The development of the mineral resources of this region must greatly increase their production, and they must eventually, either in their crude or manufactured state, come to this city for market or shipment.

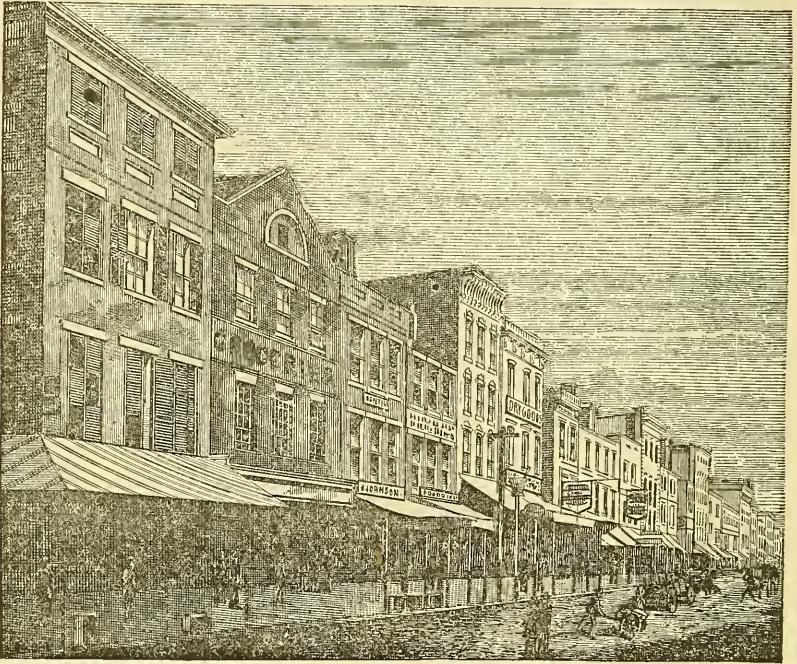
But in addition to these, we have reason to believe that in a short time another link in our prosperity will be forged, which will bring to this city a current of trade and commerce from the great Central and Western States of the Union.



WRENN, WHITEHURST & CO'S AGRICULTURAL IMPLEMENT WAREHOUSE,
28 AND 30 WATER STREET.

The Chesapeake and Ohio Railroad was constructed at an enormous expenditure of time and money, through the mountains of Virginia. After the war Mr. C. P. Huntington, the President of the Central Pacific Railroad, purchased the Virginia Central Road and obtained a charter from the State authorizing the extension of the Road to the Ohio river. In 1873, the Road was finished to Huntington, on that River, and since that time has been operated from Richmond to Huntington. The panic of 1873, and the general depression which followed, had its effects on the new Road, already staggering under the load of debt incurred in its

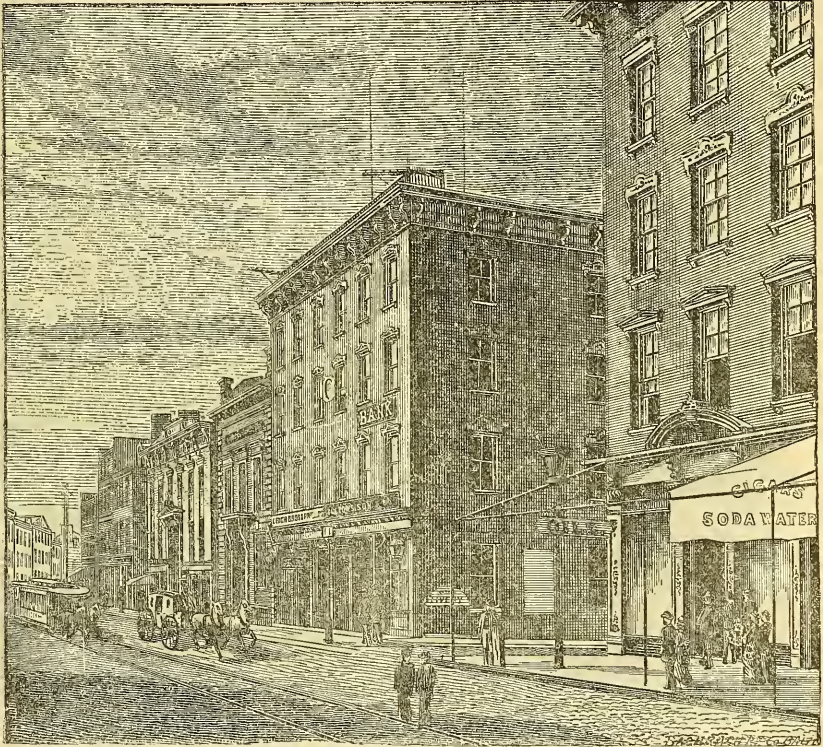
construction and equipment, and in common with almost every Road in the South, it passed into the hands of a Receiver. A short time ago the Road was sold under decree of Court and purchased by the bondholders, who have reorganized it under the Presidency of Mr. Huntington and a Board of Directors, who appreciate the value of their Road and the improvements which are required to its full development. At the last meeting of the stockholders the management announced that they were pushing a connection across the Ohio River, to Lexington, Kentucky, there to meet the extensive network of Western Roads, leading to Cin-



NORTH SIDE MAIN STREET, FROM BANK TO CHURCH STS.

cinnati, St. Louis, Chicago and all the cities of the West. They further announced that they had determined to extend the Eastern end of the Road "to such a point on the waters of the Chesapeake, as examination shall show to be possessed of the best water and harbor facilities." There is no doubt that Norfolk city is the best terminus that the Chesapeake and Ohio Road can seek. It possesses in the highest degree, and in fact, exclusively "the harbor facilities" referred to, and we are satisfied that with proper exertion, the Chesapeake and Ohio Road can be brought to Norfolk. The expense of bringing it here from Richmond would be insignificant compared with the immense advantage which

would accrue to the Road from a terminus on deep water. Already it brings large quantities of flour and bacon to our city from the West, which have to be transhipped at Richmond. But with a direct route from the West to the wharves at Norfolk, they would run their cars from St. Louis, Cincinnati, Chicago, St. Pauls, Omaha and San Francisco, if they pleased, to the best harbor on the Atlantic coast, and dump their bulk into the spacious holds of the largest ships known to the



NORTH SIDE MAIN STREET, FROM ATLANTIC TO COMMERCE STS.

Commerce of the World. To accomplish this, all that is necessary is the construction of a Road from Richmond to Norfolk—90 miles—or an arrangement with the present Roads between the two cities, by which the Chesapeake and Ohio Road shall be allowed to run a track of proper gauge on the roadbeds of these Roads. The best interests of the Chesapeake and Ohio Road, and of Norfolk, require that this should be done, and we have no doubt it will be done and that speedily.

This Road opens up to development the finest coal and iron deposits in this country, and when they are fully developed, they will, themselves,

pay immense profits, by the transportation of their products. But it does more, it penetrates with its connections the richest region of the great State of Kentucky, being the only line that crosses her Eastern frontier and opens up for her farmers and graziers an avenue to the Atlantic coast. But still more, it is the main link of a great through line, which will give another means of escape to the grain of the Central and Western States, now wasted for want of transportation, and relieve the present trunk lines of their engorgement. It will afford a direct all rail highway from any point in the West to the Atlantic. It will do for Norfolk what the Baltimore and Ohio Road has done for Baltimore.



ACADEMY, AND NORFOLK LIBRARY ASSOCIATION BUILDING.
Bank, Charlotte and Cumberland Streets.

Norfolk has for many years been one of the leading wood and lumber markets on the Atlantic coast. The canals and rivers of Eastern Virginia and North Carolina, afford cheap water transportation for the wood grown and lumber manufactured upon their banks, and the number and capacity of the saw mills tributary to this City is increasing every year. The pineries of Tide-water Virginia and North Carolina, afford an abundance of wood and lumber at very reasonable prices, and the cheapness of water carriage give our lumber men and mill owners an advantage over most of the lumber markets. This industry has suffered, with all others, in the past few years, but is now fast reviving with the

returning prosperity of the country. The value of the lumber trade, including staves and railroad ties, is now not less than \$2,000,000 this year, with every prospect of large increase.

The climate of Norfolk is one of its chief attractions to those who value health and comfort. Exempt alike from extremes of heat in Summer and cold in Winter, its atmosphere is always balmy, tempered as it is by our proximity to the sea. For several Winters past, invalids from the North have been making Norfolk their retreat from the vigorous climate of their own homes. Many, on their way to Florida, stopping

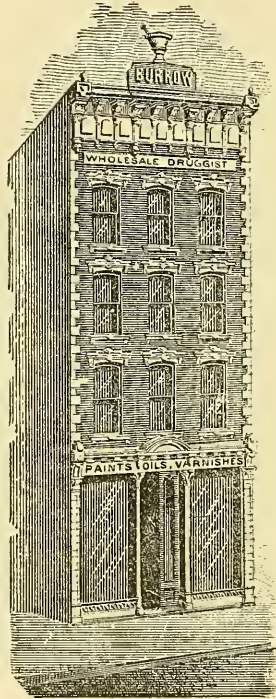


PURCELL HOUSE.—MAIN AND CHURCH STREETS.

over here for rest, have been so pleased with our genial clime as to give up the idea of going further South, finding here all the advantages of a mild, genial atmosphere without the debilitating warmth of the Florida climate. Up to this date, (February 4th) there have not been half a dozen days on which ice has formed, but it is proper to state that this Winter has so far been milder than usual. Generally speaking, the thermometer ranges during the Winter from 40° to 20° above zero, it being exceedingly rare for it to go so low as zero. While the harbor of Baltimore is frozen up almost every year, such a thing has not happened

in Norfolk since the Winter of 1856-7, remembered all over the country as the severest Winter of the century.

The climate in Summer is not so hot here as it is in the cities of the North and West, as shown by a comparison of thermometer ranges. One great advantage we enjoy over all interior localities is the cooling sea breeze, which every evening brings us from the Ocean, rendering our nights always pleasant, no matter how hot the day. During the Summer the people of Norfolk have also the benefit of daily excursions on the rivers and Chesapeake Bay and out to the Capes. Old Point Com-

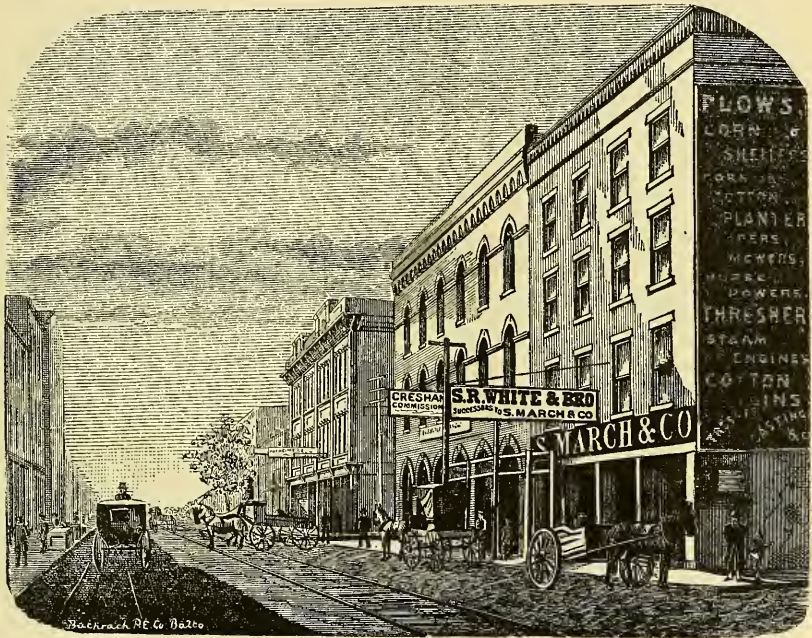


JOHN W. BURROW'S DRUG STORE, 142 MAIN STREET.

fort, the site of Fortress Monroe, the largest military post on the coast, is within an hour's ride from Norfolk on the various lines of steamers to Baltimore, Washington, Richmond and the Eastern Shore, touching there on their way twice a day, and the special excursions steamers leaving in the afternoon and returning at night. The Hygeia Hotel situated here, occupies a most beautiful position on the beach, commanding a magnificent view of the Chesapeake Bay and Hampton Roads. This famous Summer resort is thronged with visitors from all parts of the country during the Summer season, seeking refuge from the heat of

the interior. The atmosphere of Old Point is always bracing, the breezes that sweep over Hampton Roads tempering the hottest days, and rendering it always comfortable.

Another most delightful Summer resort has been opened at our very doors by the construction of the Ocean View Railroad from Norfolk to a point on the beach looking out on the Ocean through the Capes of Virginia. The surf bathing on this beach is unsurpassed anywhere on the coast, and has the great recommendation of being entirely safe. No ropes or artificial means of protection are necessary, there being no undertow. The distance from Norfolk is only eight miles, and the run is



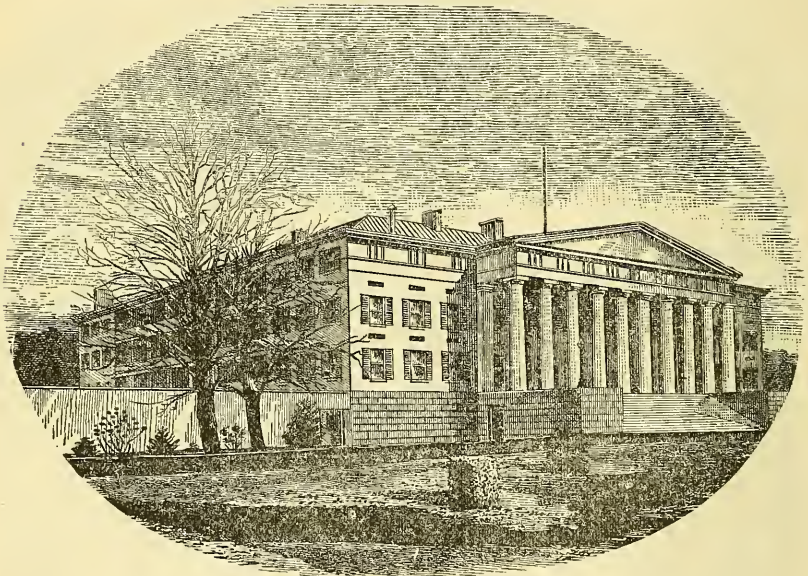
WATER STREET.—WEST FROM ROANOKE AVE.

made in about twenty minutes. The Ocean View Railroad Company built last Summer a hotel which proved entirely inadequate to the demand, and they are now erecting spacious buildings for the accommodation and amusement of guests. They propose to run trains at short intervals throughout the day and up to mid-night, at a reasonable fare, thus giving our citizens and visitors constant means of access to the Coney Island of Norfolk. These advantages recommend Norfolk to those who desire to combine the conveniences of a city with the special attractions of a watering place. Visitors can at their choice lodge in the spacious and

well kept hotels of our City and ride down to the beach at their convenience on the trains at inconsiderable cost, or take quarters in the hotels on the seashore itself.

Nowhere in the world can be found better bathing and fishing than at these watering places at our threshold, and strangers will find upon their tables all the delicacies of our waters—fish, crabs, oysters, in the greatest abundance and of the best quality and flavor—together with the finest and freshest of vegetables and fruit with which our markets teem in their season.

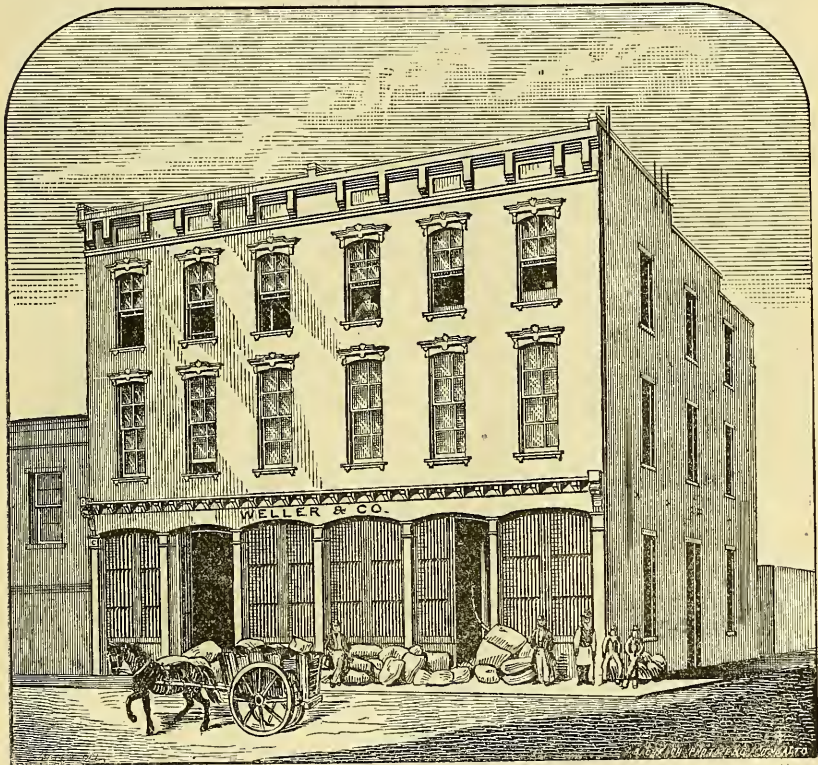
One great advantage possessed by a large part of our laboring population is the continuity of work, which is afforded them by the variety of



NAVAL HOSPITAL.

labor needed by our leading industries. The whole region around Norfolk, for ten miles, and stretching in some directions, 25 or 30 miles, is a vast vegetable and fruit garden, in which are raised the early vegetables and fruits for all the cities of the North. The amount of land and capital invested in implements, manures, seed, &c., cannot be approximately estimated from any data at our command, but it must foot up many million of dollars. From early in the Spring until late in the Fall a constant succession of crops employs the care of the trucker and the labor of his hands. Thousands of men, women and children are employed daily in gathering, packing and shipping the products of our truck farms, at prices which are always fairly remunerative and

frequently liberal in the extreme. We have seen 1,500 hands in one farm picking strawberries, at an average price, of probably \$1.25 for men, women and children. The amount of Kale, Cabbage, Spinach, Radishes, Tomatoes, Asparagus, Snaps, Beans, Green Peas, Cauliflower, Irish Potatoes, Sweet Potatoes, Beets, Onions, Turnips, Cucumbers, &c., and fruits—Strawberries, Apples, Water Mellons, Cantelopes, Pears, &c., would seem almost incredible to one who has never witnessed for himself the vast scale on which this business is carried on. For detailed



WELLER & CO.'S PEANUT FACTORY.—WATER STREET.

information on this subject we refer the reader to a special article published elsewhere. The demands of this industry give ample employment during the truck season for the magnificent lines of Steamships between this city and New York, Boston, Philadelphia, Baltimore and Washington. In the height of the season it is as much as they can do to furnish the necessary transportation; the New York line frequently despatching two steamships per day, loaded with truck, and we have known a single steamship of this line to carry 8,000 barrels of potatoes

in one trip. The fertility which skilful treatment has in many instances imparted to our soil, together with the mildness of our climate, has enabled many of our truckers to produce two crops a year, and we have heard of instances in which even three successive crops had been raised on the same land during the year. An early vegetable crop, however, and a corn crop the same year are very general products of our soil.

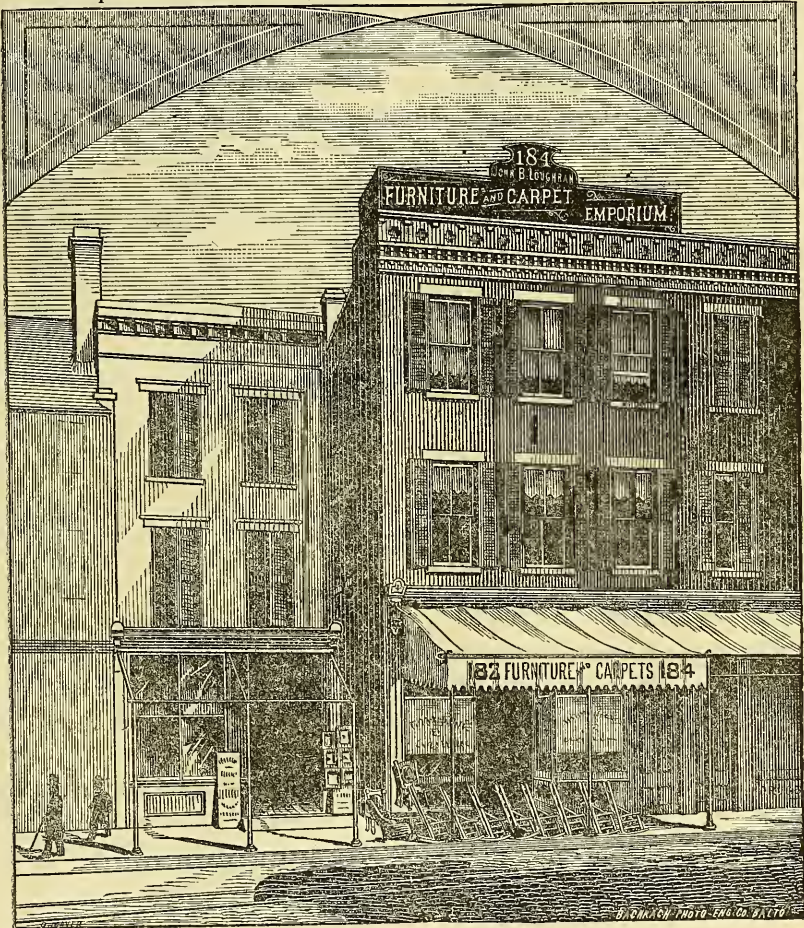
While the handling of our Truck crop furnishes employment for the great body of our laboring class during the Summer months, as soon as the truck season is over it is succeeded by the Oyster business. Thus



THAYER'S LIVERY STABLES.—ATLANTIC ST.

by a fortunate agreement of seasons, the same labor that is employed in the gathering of the crops from our lands, when these cease, are enabled to find work in securing the abundant crops furnished by our waters. The Oysters and Fish of the rivers and bays of Tidewater Virginia, supply exhaustless products at the simple cost of gathering, and, during the Fall and Winter seasons, thousands of our population earn a good livelihood in catching and preparing for market the delicious bivalves which have now become a staple article of our commerce. The business of packing and shipping Oysters for Northern, Western and Foreign markets, has been increasing here from year to year until it has

reached enormous proportions. Up to within a few years Baltimore almost monopolized the Oyster trade, but the superior conveniences of our situation and climate have given our packers an advantage which is now generally appreciated. For a month last year, covering the most profitable part of the season, Christmas and New Year, the freezing of



J. B. LOUGHRAN'S FURNITURE WAREHOUSES, 182 & 184 CHURCH STREET.

the harbor of Baltimore put a stop to operations of oyster packers there, while during that time our oyster dealers reaped a golden harvest. This branch of our trade though already large, as we have said, promises almost indefinite expansion. In addition to the oysters, great quantities of fresh fish and crabs are shipped by the dealers to all parts of the North. The shipments of Oysters for the year 1879 were nearly one and a half millions of bushels. A detailed statement of the business

done in this line will be found under a special article in another part of this work.

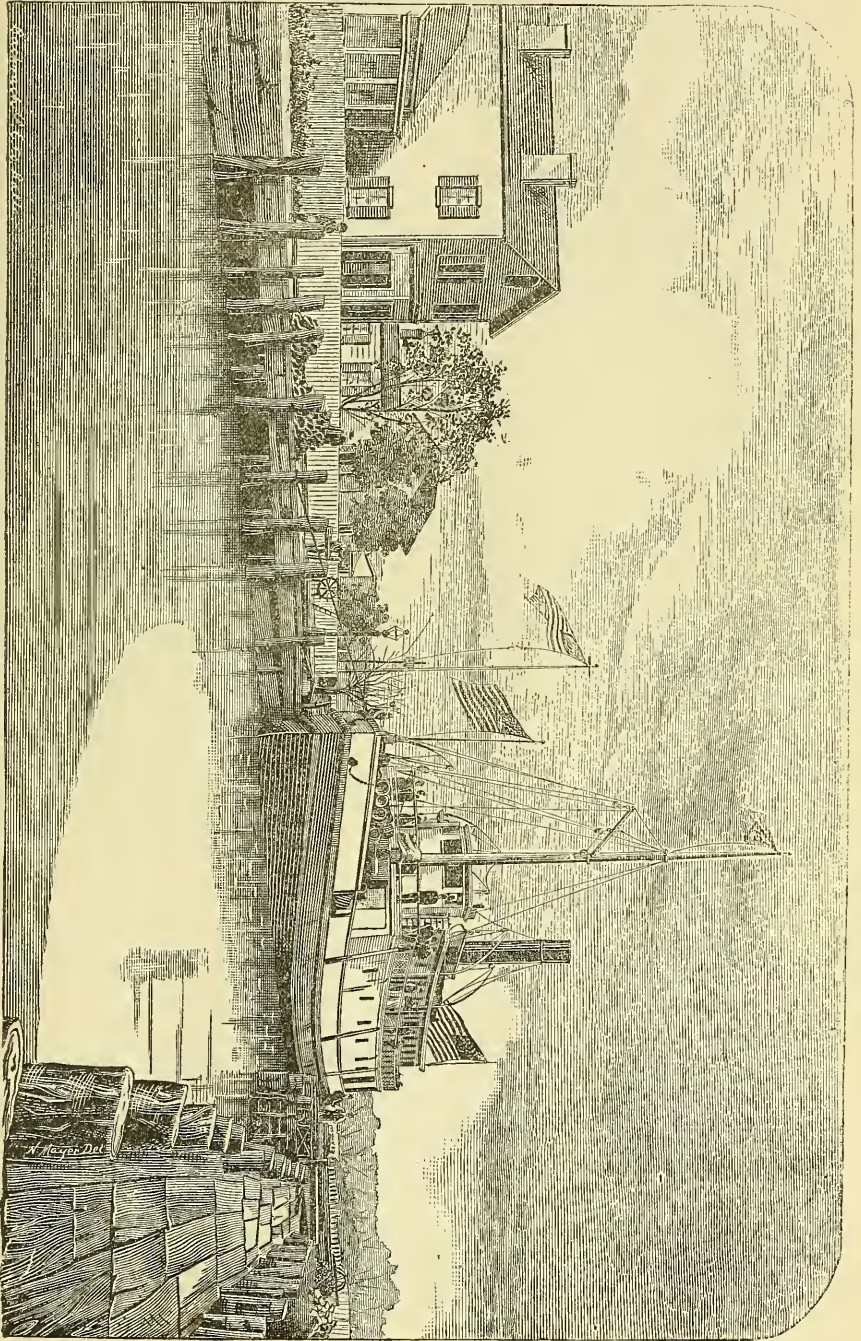
Norfolk as the commercial centre of Eastern North Carolina and Tidewater Virginia, has for many years concentrated the corn trade of these sections. Before the war the rich bottom lands of the rivers which permeate the coast of these two States, were among the largest corn-producing regions of the country, and Norfolk became one of the best corn markets of the Union. In those days the railroad system of the country was but imperfectly developed, and there was little or no competition for the freights of the West, therefore, as a consequence, the cost of transporting corn from the West to the Seaboard was almost prohibitive, and even since the war the farmers of Iowa have found it more profitable to burn their corn for fuel than to ship it for produce.

The competition which has distinguished the last few years, has swept away this barrier to the industry of the Western farmer, and corn is now pouring into the Seaboard cities from the overflowing granaries of the West, at remunerative prices. At the same time, the farmers of North Carolina and Virginia, have recovered in a great degree the prosperity of ante-bellum days. They are resuscitating and bringing into cultivation their naturally fertile lands and the consequence is a very large increase in the receipts of corn in this City.

The past few years show a great improvement in this respect, and we look for a still greater increase in our receipts from this staple from these sources. In addition to these, however, the connection but recently made by way of Chattanooga with the Cincinnati Southern Road, and probable extension of the Chesapeake and Ohio Road to this City, afford the reasonable hope that we shall ere long attract not only the Corn, but a large part of the Wheat crop of the Western States.

Situated as Norfolk is, 150 miles nearer the sea than Baltimore, the logic of geography demands that we should receive the preference from the business men of the Great West, so soon as we can offer them railroad facilities equal to those now afforded by the Baltimore and Ohio Road.

But not only as a domestic market and point of export does Norfolk offer advantages to those of this country who desire to sell their produce or ship it to foreign marts ; but as a port of entry and as a purchasing point it has advantages equal to those of any other American seaport. Connected as it is with England by two steamship lines besides a numerous fleet of sailing vessels engaged in the cotton trade, and with all the chief cities of the North by regular steam lines that equal in capacity and elegance any of the coast-lines of the country, it affords every facility both for the importation of foreign wares at cheaper freights



ALBEMARLE & CHESAPEAKE CANAL, LOOK—14 Miles from Norfolk, 220 feet long, 40 feet wide, 8 feet deep.

and the purchase of domestic goods at rates as low as can be obtained elsewhere in this country. Our merchants buying from first hands can offer as favorable terms as those of any other city, and they will always duplicate bills at Baltimore prices, giving their customers the advantage of the difference in freights.

The future of Norfolk as a Commercial City is now well assured. For the first time since its existence as a City, its great natural advantages are now recognized by the merchants of this country and the outside world. As a Cotton Port it ranks third—New Orleans and Savannah alone exceeding. Great as was the amount of cotton received by our factors and shippers in 1878, the cotton year of 1879 promises to be much more profitable. We have already, up to February 1st, 1880, received more cotton since the beginning of the cotton year, September 1st, 1879, than we received during the whole of the year ending August 31st, 1879, and we have yet seven months to spare.

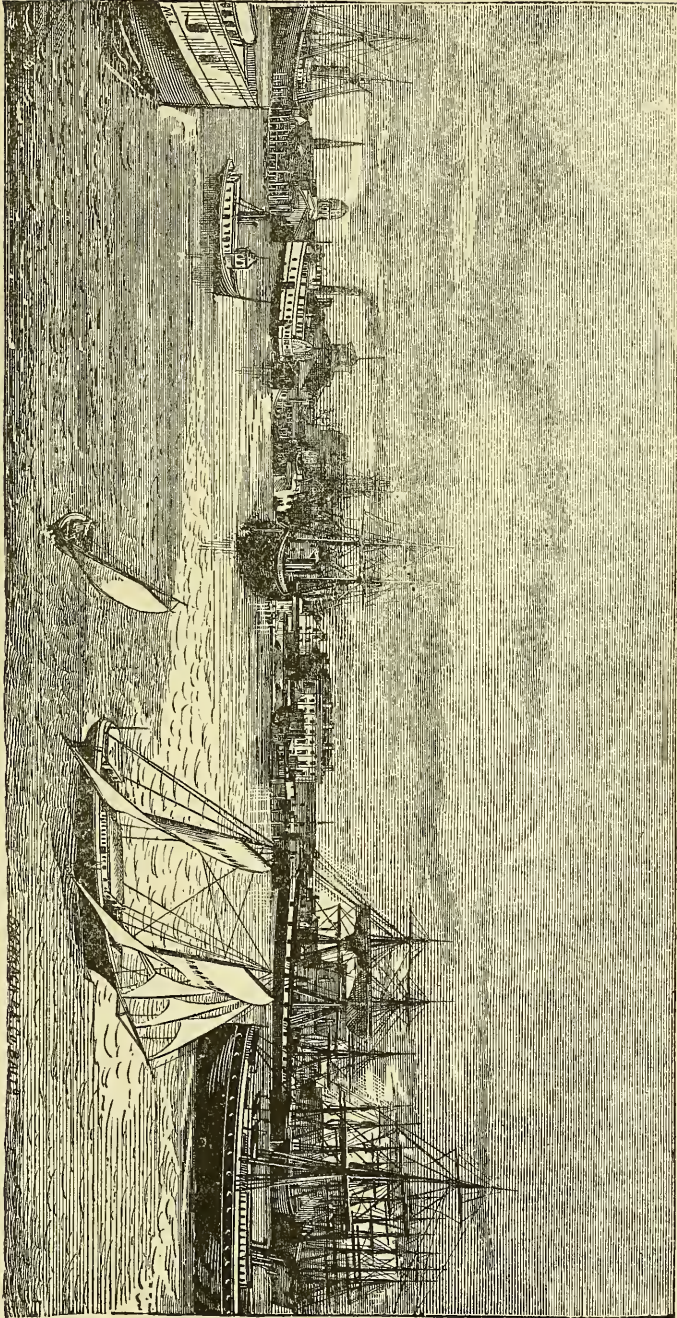
For the year ending December 31st, 1878, the exports from this City amounted to ten millions; for the year ending December 31st, 1879, they amounted to twelve millions, an increase of 20 per cent. All branches of our trade have increased in at least equal proportions; real estate has advanced, and manufacturing industries have been started which promise to be but the forerunners of a class which will open new sources of emolument to our laboring population. Among these we may mention a Lace Factory already in operation, and a Company composed of some of our leading citizens and a few Northern capitalists and experts, has just been organized for the erection of a Cotton Factory, under the name of the Norfolk Knitting and Cotton Manufacturing Co., and are about to inaugurate what we have every reason to believe will prove a new era in the history of our City.

The manufacturers of the North are beginning to realize the advantage of bringing the machinery to the cotton fields and cotton centres, and no city in the country presents equal advantages of abundance of staple, adaptability of climate and propinquity to market, with our own.

That these advantages will in the near future attract to us a large population of the spinners who are now struggling in the far North against the disadvantages of distance and climate, we have no doubt. Competition in manufactures is now so close that they cannot afford to neglect any element of economy, and our advantages must be appreciated and utilized by the capital now engaged in that business.

The supremacy of Norfolk as a cotton market is well evidenced by the number of cotton buyers from England and the Continent who have established themselves in our midst. Representing as they do the leading

SECTION OF WATER FRONT, SHOWING BOSTON, PROVIDENCE, AND LIVERPOOL STEAMSHIP LINES' WHARVES



cotton firms of the World, their presence from year to year is an assurance that Norfolk as a cotton market presents facilities for the purchase and shipment of cotton which they cannot afford to forego. The superior depth of water furnished by our harbor, enabling ships of the largest class to load to their utmost capacity insures the cheapest freights, while our port charges and wharf rents are much more reasonable than those of other Atlantic ports. For these reasons as well as for the safety of ingress and egress to our harbor, the masters of vessels give Norfolk the preference over all other ports. Three powerful cotton presses worked day and night, give dispatch to freights, and the enterprise and activity of our merchants afford every facility to those who are brought in contact with them in matters of business.

In 1787, Thomas Jefferson declared "Norfolk will probably be the Emporium for all the trade of the Chesapeake Bay and its waters, and a canal of 8 or 10 miles will bring to it all that of Albemarle Sound and its waters." This prediction has been partly fulfilled, although the trade of the Chesapeake has been divided with us by Baltimore, the energy of whose merchants, in years gone by, has drawn from us to their own city a large part of the trade which should have been exclusively ours. The canal, however, suggested by Mr. Jefferson, has secured to us, beyond all dispute, the commerce of the Sounds of Eastern North Carolina. A long barrier of low sand hills, extending along the North Carolina coast, as far south as Cape Lookout, renders the approach to her system of sounds and rivers from the sea, both difficult and dangerous. The rivers tributary to these Sounds penetrate one of the most fertile regions on the continent, rich in Cotton, Corn, Wheat, Lumber, Staves, Shingles, Timber, Fish and Naval Stores. The Dismal Swamp and Albemarle and Chesapeake Canals connect the City of Norfolk with the Albemarle, Currituck, Cove and Pamlico Sounds, into which flow the Alligator, Pasquotank, Perquimans, Roanoke, Tar, Trent, Neuse, Scuppernong, Cashie, Chowan, Little and North Rivers, bearing the abundant products of this fair country.

The Albemarle and Chesapeake Canal, inaugurated under a charter passed jointly, by the States of Virginia and North Carolina, connects the waters of the two States, by two artificial cuts, the one, known as the Virginia Cut, connecting the southern branch of the Elizabeth River with North Landing River, and the other, known as the North Carolina Cut, connecting North Landing River with Currituck Sound. It has only one Lock, the largest in the United States, 220 feet long by 40 feet wide, through which vessels of 600 tons can pass, and its capacity is equal to an annual transportation of 30,000,000 tons. In conjunction

with the Chesapeake and Delaware and Delaware and Raritan Canals, it forms a great Inland Navigation Line for steamboats, sailing vessels, rafts, &c., from North Carolina to Baltimore, Philadelphia and New York, avoiding the dangers of Hatteras and the coast of North Carolina. In 1879, there passed through this canal 81,790 bales Cotton, 40,000,000 feet Lumber and 39,600,000 Shingles, besides large quantities of Corn, Naval Stores, &c.

In 1855, the prosperity of Norfolk received a serious check from the Yellow Fever Epidemic of that year, which, for the time, put a stop to all business and carried off a large portion of our population. The disease was brought to the harbor by the steamer Ben Franklin. Since that time there has been no re-appearance of the epidemic in the city. The Sanitary and Quarantine regulations are rigidly enforced and are of such a nature as to give strong assurance against any future importation of the disease.

Norfolk had hardly recovered from the effects of the Yellow Fever before the war in 1861 again prostrated her commerce and closed her port. Immediately after the termination of the war our people went to work to revive their shattered fortunes, and after fifteen years of indomitable energy and untiring effort, they have the proud satisfaction of knowing that their labors have not been in vain, and that their beautiful City by the Sea is at last recognized by the Commercial World as one of the coming Emporiums of the Atlantic Coast.

Soon after the war the Merchants' and Mechanics' Exchange was organized as the official representative of the business men of Norfolk. We regret we have been unable to find the records of this Institution as they would have been of great value to us in the compilation of this work; after several years of useful existence it was merged into the Norfolk and Portsmouth Cotton Exchange. This association has been of great value to our merchants, and has been largely instrumental in increasing the Cotton Trade of Norfolk to its present proportions. It has recently exchanged its old quarters, which were too cramped to afford the necessary facilities, for new and commodious rooms over the spacious cotton warehouse of Messrs. Reynolds & Bro., on Water street, where every arrangement for the prompt transaction of the business of the Exchange has been made, including direct telegraphic communication with the Cotton Exchange of New York City. The future success of this institution under its present able management is assured.

The extensive requirements of our produce merchants have induced a movement among leading firms in that business looking to the establishment of a Produce Exchange. The immense amount of business

done in this line demands that those engaged in it should have the advantage of method and organization. The proposal to reduce to a system the produce trade of Norfolk, and to afford to the members of such an association the advantages to be derived therefrom is fully appreciated by those interested, and there is every reason to believe that so long as the committees having the matter in charge can make the necessary arrangements, the Norfolk Produce Exchange will be duly organized.

The progress of Norfolk has been greatly assisted by the enterprising and well conducted Newspapers of the City. They have been largely instrumental in directing the attention of the outside world to the commercial and natural advantages of Norfolk, and have lent the influence of the press in behalf of every enterprise that deserved encouragement. There are at present six Newspapers published in Norfolk. Four of these, The Norfolk Virginian, The Norfolk Landmark, The Public Ledger and the Day Book are dailies, the two first morning and the two last evening papers. The Norfolk Weekly Herald and The Weekly Gazette are published once a week.

We cannot better close this sketch than by an extract from a paper read by Hon. Robert W. Hughes, U. S. District Judge, before the Southern Commercial Convention, in this City.

“The perfection to which railroad construction has been brought, and the increasing cheapness and rapidity of railroad transportation have given to Western trade a strong and growing tendency to cross the country on lower latitudes and shorter routes. Hence the vast business that has sprung up on the Pennsylvania roads, on the Baltimore and Ohio road and on our own Norfolk and Memphis line of road, and hence the earnest solicitude which is expressed by the public for the completion of our connection from Bristol to Cincinnati, Louisville and St. Louis.

The growing preference of Western trade is for Southern lines; not only because they are more exempt from the frosts of the Northern climate, but because they are the shortest routes from the centres of Western production and population to the centre of the American Seaboard. It is this tendency of trade, that has so powerfully turned public attention of late to Norfolk as a great Seaport City.

Norfolk has gotten through her period of monotony and non-growth. That day has closed forever; it has closed in brilliant promise.”

“The weary sun hath made a golden set,
And by the bright track of its fiery car
Gives token of a goodly day to-morrow.”

AGRICULTURAL IMPLEMENTS.

THIS business is in the hands of men who are thoroughly acquainted with the requirements of the trade, and many of the most improved implements now in use, owe their origin to their inventive genius. Great labor-saving machines, calculated to economize labor and render farming less laborious and more profitable, have been invented and are being sent broadcast over the country by them.

There are three houses here with a consolidated capital of from 100,000 to \$150,000, and their trade, while extending far South, lies principally in Eastern Virginia, Tennessee, the Carolinas and Georgia. The whole of Eastern North Carolina and Eastern Virginia, is supplied from this point, Norfolk being without a rival in this limited, but active field. By judicious foresight and unremitting energy, the trade has been put upon a firm basis and it is one of the most important branches in the city, daily enlarging its field of operations and increasing the commercial greatness which, we are told, Norfolk is one day in the future to enjoy.

Farmers, appreciate the era of improvement in machinery and are not slow to adopt new and advanced ideas as presented to them in the form of implements adapted to the cultivation of special crops, and on almost every farm one may find the latest designs in Cotton Gins, Cotton, Tobacco, and Corn Plows, Drills, Reapers, Mowers, &c., in fact every thing to make agricultural life pleasant and remunerative. Well established brands of farming implements find ready purchasers at established prices. The buildings used by dealers in this line are handsome, commodious structures, constructed especially with a view to their adaptation to the business and the arrangement of their extensive and well assorted stocks. The buyer in the country that has trade connections with Norfolk, has no need to go elsewhere to secure his supplies, as in points of price, terms and varieties, Norfolk cannot be excelled.

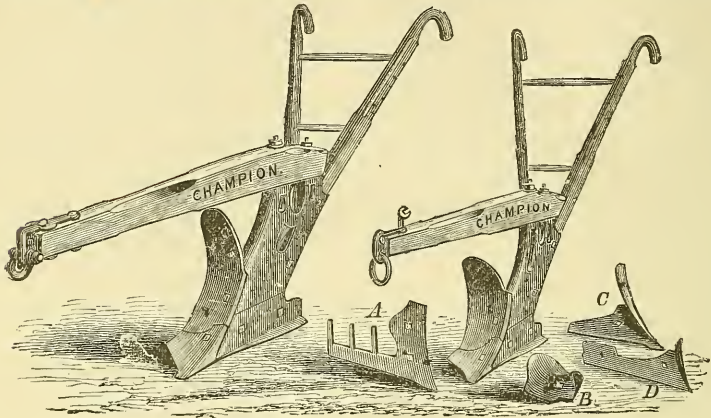
The strict integrity and liberal manner of dealing characteristic of these gentlemen, are sufficient guarantees that they will make good their representations, and preserve the eminent position which they have obtained in the estimation of both dealers and consumers.

C. BILLUPS,

MANUFACTURER AND DEALER IN

ALL KINDS OF

Agricultural Implements



PATENTEE OF THE

Champion Plow,

Which is shown in the cut above; also Patentee of the

GRANGER Turn Plow,

AND THE

CLIMAX Cotton Plow.

The "CLIMAX" is the best Cotton Plow yet invented.

Deals in BAR and BUNDLE IRON, CART and WAGON MATERIAL, &c. Address,

C. BILLUPS, Norfolk, Va.

HOUSE ESTABLISHED IN 1831.

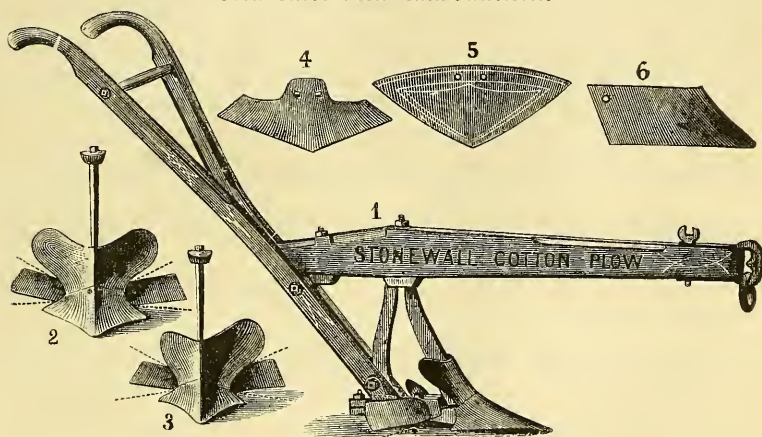
S. R. WHITE & BRO.

(Successors to S. MARCH & CO.,)

96 and 98 Water Street, Norfolk, Va.

PATENTEES AND SOLE MANUFACTURERS OF THE

“ATLAS” and “CLIPPER” TURNING PLOWS, and “STONEWALL” COTTON PLOW, over 28,000 of which have been Sold since their Introduction.



The ATLAS, STONEWALL, and CLIPPER Plows were awarded the ONLY PREMIUM, by the last North Carolina State Fair, held October, 1879, for the BEST SELECTION OF PLOWS, in competition with all the leading Plows in use in the South and West, which is additional proof of their superiority over all others.

We manufacture the STONEWALL COTTON GIN, the “DIXIE” PLOW, and nearly all other kinds of PLOWS and CASTINGS known to the Southern Trade; also all kinds of Farming Machinery of most approved designs.

We are sole agents for Virginia and N. Carolina for the WATERTOWN STEAM ENGINE, MILLER'S COTTON-SEED HULLERS, FOSTER'S and GLOBE COTTON PLANTERS, IRON AGE CULTIVATORS, SOUTH BEND CHILLED PLOWS;

And dealers in Rims, Spokes, Hubs, Iron, Steel, Axles, Springs, &c., &c.

Descriptive circulars mailed on application, and all inquiries promptly answered.

S. R. WHITE & BRO., Norfolk, Va.

New Agricultural House.

WRENN, WHITEHURST & CO.,
MANUFACTURERS OF

Agricultural Implements

28 AND 30 UNION STREET, NORFOLK, VA.

We have just completed a large building where we are now manufacturing, with the LATEST IMPROVED MACHINERY, a full line of AGRICULTURAL IMPLEMENTS.

Have a complete stock of CARRIAGE, WAGON and CART MATERIALS, AXLES, IRON, STEEL, &c., and FARMING TOOLS of every description, such as SHOVELS, SPADES, FORKS, HOES, RAKES, TRACE CHAINS, &c.

Would call attention of Farmers and Dealers to our

"GOLD" AND "GOOSE NECK" PLOWS,

The manufacture of which we make a specialty, and which are superior to any now on the market. PLOW CASTINGS all kinds.

GROCERIES.

IN this branch of trade the greatest activity is observable on every hand, and the most strenuous efforts are being made to meet the requirements of more buyers. The city as a market, offers the same advantages of more densely populated and larger cities, in extensive stocks and reasonable prices. The business being naturally a heavy one, it does not admit of expansions like other branches of the jobbing trade, unless it is conducted exclusively as a bulk business, and even then it is confined within certain bounds and governed to a great extent by transportation facilities and charges. In bulk Meats, Syrups, and Sugars, a mammoth business is done in Norfolk. The freight upon these articles is at all times heavy, but close competition in transportation enables our merchants to fill their store-houses from the packing-houses of the West, or the refineries of the East, as cheaply as their competitors in other cities. Freights, in a measure, regulate the prices to be realized by the retailer, and as Norfolk controls unsurpassed advantages both by


rail and water, in this particular, dealers in the country tributary to her, should, in consulting *their own* interests, not disregard the benefits to accrue directly to them through the agency of cheap transportation, and prices uniformly the same as those of other markets.

Within the past six years, the Wholesale Grocery Trade here has more than doubled, and now aggregates annually about five millions of dollars. This immense interest is under the management of the most open-handed business men to be found anywhere, who control in all, over a half million dollars actual capital. Nine firms are engaged in the business, and wherever and whenever they can create new trade or improve that of long standing, they employ the most liberal means in their power. Most of them began their business career with limited capital but abundant pluck and judgment, which have been corner stones to the success which they have achieved.

Eastern Virginia, the Carolinas, Georgia and Tennessee, send their buyers here, and each year witnesses not only increased trade, but improved facilities for conducting it, and a strengthened determination upon the part of dealers to expand their business.

W. F. ALLEN.

J. T. BORUM.

W. F. ALLEN & CO.,
 WHOLESAL GROCERS,
 99 Water St. and 18, 22, 26  30 Rothery's Lane,
 NORFOLK, VA.
 FLOUR AND MEATS A SPECIALTY.

ESTABLISHED 1806.

ROWLAND BROTHERS,
 WHOLESALE
 Grocers  Commission Merchants,
 NOS. 12, 14 AND 16 ROWLAND'S WHARF,
 NORFOLK, VA.

ESTABLISHED 1871.

J. EASTHAM.

E. T. POWELL.

EASTHAM, POWELL & CO.,
Wholesale Grocers,

90 WATER STREET  41 COMMERCE STREET,**NORFOLK, VA.**

LARGE DEALERS IN

FLOUR, MEATS, SUGARS,
Coffees, Teas, Syrups, Salt,
Lard, Mackerel, Herring,

AND IN FACT ALL ARTICLES USUALLY KEPT IN A

WHOLESALE GROCERY HOUSE.

Special inducements offered to Prompt Paying and Cash customers.

ESTABLISHED 1865.

M. L. T. DAVIS & CO.,
WHOLESALE
GROCCERS,
AND DEALERS IN
Provisions,
FLOUR, FISH AND SALT.

CAR-LOAD SALES made a Specialty,
AND THE
LOWEST POSSIBLE FREIGHT RATES SECURED.

91 WATER STREET,
(CORNER COMMERCE),
NORFOLK, VA.

WASHINGTON TAYLOR & CO.
Wholesale Grocers,
 14, 16 AND 18 COMMERCE STREET,
 NORFOLK, VA.

AGENTS FOR HAZARD POWDER.

THEODORICK A. WILLIAMS.

WM. C. DICKSON.

T. A. WILLIAMS & CO.,
WHOLESALE GROCERS
AND
Commission Merchants,
 2 AND 4 ROANOKE SQUARE, NORFOLK, VA.

SALT,
Molasses and Flour,
 BY THE *CAR LOAD*, A SPECIALTY.

STRICT PERSONAL ATTENTION given to all ORDERS entrusted to our care, and with a FULL STOCK of all classes of goods pertaining to the WHOLESALE GROCERY BUSINESS, we are enabled to offer special inducements to our PATRONS.

BANKS AND BANKERS.

THE City of Norfolk has a banking capital estimated at two and a half millions of dollars, divided between eleven banks and banking houses, and their annual deposits approximate \$5,000,000. Especially during the cotton seasons do their transactions become large, and to convey an idea of the relation between the banks of Norfolk and the cotton shippers of North Carolina alone, it will only be necessary to state that one bank sent to North Carolina during the month of November, 1879, \$1,000,000 in currency.

The buildings devoted to their use are elegant pieces of architectural beauty, with convenient, commodious interiors. An army of clerks are employed in the various monetary institutions of the city and the business is done expeditiously and upon the most thorough principles.

On March 6th, 1871, a meeting of bank officers was called for the purpose of organizing a Clearing House, and which is at this time composed of the following banks and bankers: Exchange National, John B. Whitehead, Esq., President; Citizens', W. H. Peters, Esq., President; Bank of Commerce, Jas. E. Barry, Esq., President; Marine Bank, Col. Walter H. Taylor, President; Burruss, Son & Co., and the Bank of Portsmouth. W. H. Peters, Esq., is President of the Association and N. Burruss, Esq., Manager.

During the financial panic of 1873, when many institutions considered perfectly solvent, crumbled beneath the weight of impaired credit, Norfolk stood in the line of uneffected cities, and her banks discharged their obligations with usual promptness, and their well-known conservatism maintained the long established confidence which had been fostered and built up between them and their depositors. The latter did not withhold their deposits, but continued in their customary way; in fact, those who had accommodation paper out were not pressed for its payment, and holder and maker seemed to vie with each other in their efforts to maintain confidence in each others ability to honor maturing obligations.

The transactions of the Clearing House Association for the month of November, in each year since 1876, were:

1876	-	-	-	-	-	-	\$1,252,678.40
1877	-	-	-	-	-	-	1,117,280.26
1878	-	-	-	-	-	-	1,230,756.26
1879	-	-	-	-	-	-	1,500,925.61

These banks are in the hands of men of acknowledged administrative and financial ability, large views and extensive wealth, which enable them to cope with institutions having larger capital, and at the same time afford those whose financial agents they are the most substantial security. Banks of questionable solvency, or under doubtful management, find no encouragement or patronage in our midst, and the mere utterance of a suspicion concerning one's stability would materially decrease the volume of its operations.


In addition to the regular banking capital here, there is always a vast amount of money in the hands of capitalists seeking investment, and transactions of great magnitude are continually being made that are not represented on the books of our banks. The gratifying success of our

banks, their large semi-annual dividends, and the fact that there has been but one failure among them within the past forty years, are powerful inducements for outside capital to find similar employment here. There are two regular Savings Banks operating at present, and several that make a specialty of that department, and through them the laboring classes have been encouraged to add to the banking capital of the city. The savings institutions have had their affairs well administered upon and they not only speak well for their officers, but volumes in behalf of the thrift of a large class of our citizens.

BURRUSS, SON & CO.'S BANK,

OPEN FROM 9 A.M. TO 6 P.M.

CITY BONDS MATURED OR MATURING TAKEN AT PAR AND ACCRUED INTEREST, AND BONDS OF A LONGER DATE EXCHANGED ON APPLICATION. ALSO, VIRGINIA TAX COUPONS.
GOOD FOR STATE TAXES, LICENCES, AND MOFFETT TAX.

 Bonds, Stocks and Mining Shares bought and sold. Uncurrent Bills, Southern Bank Notes, Mutilated Fractional Currency bought. Loans negotiated on Real Estate. Business Paper and Claims discounted. Interest allowed on time Deposits.

BUSINESS ACCOUNTS INVITED.

JOHN B. WHITEHEAD,
President.

1137

GEO. M. BAIN, Jr.
Cashier.

Designated Depository and Financial Agent of the United States.

THE Exchange National Bank

OF NORFOLK, VA.

CAPITAL - - - - \$300,000.
SURPLUS - - - - \$150,000.


DIRECTORS:

JNO. B. WHITEHEAD,
R. H. McDONALD,
JOHN JAMES,

R. T. K. BAIN,
ORLANDO WINDSOR,
C. E. JENKINS,

JAS. H. TOOMER.

WM. H. PETERS, Pres. WM. W. CHAMBERLAINE, Vice-Pres. WALTER H. DOYLE, Cashier.

CITIZENS' BANK,
OF NORFOLK, VA.**DIRECTORS:**WM. H. PETERS, WM. W. CHAMBERLAINE, GEO. C. REID.
CHARLES H. ROWLAND, T. A. WILLIAMS, J. G. WOMBLE,
WALTER H. DOYLE.Bank of Discount and Deposit. Discount days, Wednesday and Saturday. Interest allowed on Savings Deposits at rate of 5 per Cent. per annum.
Exchange issued on all principal Cities of Europe. **COLLECTIONS MADE AND PROMPTLY REMITTED.**

N. Y. Correspondent, BANK OF NEW YORK—NATIONAL BANKING ASSOCIATION.

CALDWELL HARDY, President H. HARDY, Assistant Cashier. B. A. MARSDEN, Cashier.

The FARMERS' BANK,
Main and Commerce Streets,
NORFOLK, VA.**INTEREST ALLOWED ON TIME DEPOSITS.***COLLECTIONS MADE ON ALL POINTS AND RETURNS PROMPTLY REMITTED AT LOWEST RATES.*

New York Correspondent, H. C. HARDY & SON, 10 Wall Street.

JAMES E. BARRY, President.

WM. S. WILKINSON, Cashier.

BANK OF COMMERCE,*(Chartered under State Laws, 1st July 1878.)***DIRECTORS:**JAS. E. BARRY, D. C. WHITEHURST, JAS. REID, SAM'L MARSH,
J. VICKERY, B. T. BOCKOVER, A. F. SANTOS,
W. A. GRAVES, JOHN PETERS.**TRANSACTS A GENERAL BANKING BUSINESS. COLLECTIONS MADE ON ALL POINTS AT CURRENT RATES. INTEREST ALLOWED ON DEPOSITS IN SAVINGS DEPARTMENT.**N. Y. Correspondent, NATIONAL PARK BANK; Phila. Correspondent, FIRST NATIONAL BANK;
Boston Correspondent, MERCHANTS NATIONAL BANK.**SIXTH YEAR.****THE HOME SAVINGS BANK,**

Cor. Main Street and Roanoke Avenue,

Transacts a GENERAL BANKING, EXCHANGE and COLLECTION BUSINESS, but devote SPECIAL ATTENTION TO SAVINGS DEPOSITS.

On Saving Accounts of \$1 and upwards, SIX PER CENT. interest is allowed from day of deposit. Deposits sent by Mail or Express, credited and Bank Books promptly returned.

BANK HOURS.—DAILY FROM 9 A.M. TO 3 P.M.
SATURDAY NIGHTS, 6 TO 8 O'CLOCK.

GEO. E. BOWDEN, President.

H. C. PERCY, Cashier.

RAWLINS, WHITEHURST & CO.,
 Wholesale and Retail
ICE DEALERS,
 23 and 25 Lee Street,
TUNIS' WHARF, NORFOLK, VA.

ICE PACKED IN ANY QUANTITIES AND SHIPPED TO ORDER.

INLAND NAVIGATION.

A LINE of inland navigation, free from the perils of the ocean, has occupied the attention of our statesmen from an early period of our history.

In a report of the Hon. Albert Gallatin, Secretary of the Treasury, to Congress, dated March 2, 1807, he says: "The map of the United States will show that they possess a tidewater inland navigation secure from storms and enemies, and which from Massachusetts to the southern extremity of Georgia is principally, if not solely, interrupted by four necks of land. These are the Isthmus of Barnstable, that part of New Jersey which extends from the Raritan to the Delaware, the peninsula between the Delaware and the Chesapeake, and that low and marshy tract which divides the Chesapeake from Albemarle Sound.

"It is ascertained that a navigation for sea vessels drawing eight feet of water may be effected across the three last; and a canal is also believed to be practicable, not perhaps across the Isthmus of Barnstable, but from the harbor of Boston to that of Rhode Island. The Massachusetts canal would be about 26, the New Jersey about 28, and each of the two Southern about 22 miles in length, making altogether less than 100 miles.

"The shortest communication between the Chesapeake and Albemarle Sound is North Landing, at the head of the tide of Northwest river, which empties into Currituck Inlet (Sound), the easternmost arm of Albemarle, to either Kempsville or Great Bridge, at the head of the tide of two different branches of the south branch of the Elizabeth River,

which, passing by Norfolk, unites at Hampton Roads with James River and the Chesapeake. The distance is stated at seven miles and the levels said to be favorable."

The first of these projected canals has not been constructed. The second from New Brunswick to Bordentown, N. J., 43 miles, called the Delaware and Raritan, under the patronage of Commodore Stockton, U. S. N., was built, and has proven a very useful and profitable enterprise to its owners. It is now leased by the Pennsylvania Railroad Company at 10 per cent. per annum on its cost.

The third canal, from the waters of the Delaware to the Chesapeake, known as the Chesapeake and Delaware Canal, is 14 miles in length and navigable for vessels drawing nine feet of water. It is supplied with water by powerful steam pumps, and though partly owned by the United States Government has not been as profitable as the Delaware and Raritan Canal.

We next have in order the Dismal Swamp Canal, uniting our harbor with the Pasquotank River, which, passing by Elizabeth City, empties into Albemarle Sound. This canal was commenced in a very early period of our history, its charter dating in 1786. The United States Government and the State of Virginia owned about four-fifths of the stock. Norfolk derived most of its trade through this work, and it was the principal avenue to North Carolina until the construction of the Portsmouth and Roanoke Railroad, now Seaboard and Roanoke Railroad. Steam was introduced on this canal at an early date. About the year 1834 a company known as the Roanoke Navigation Company had constructed the stern-wheel steamer "Lady of the Lake," with many schooners which she was expected to tow through the sounds and up the Roanoke. This company, like most pioneers, sustained heavy losses, until their whole capital, some \$150,000, was swept away. For many years thereafter no steamers were to be seen on those waters. Plymouth became the principal storehouse for the grain of the Roanoke. Large warehouses were erected there to receive the grain, which was floated down the river in barges during the winter, when the water was high in that river, and the grain was shipped during the summer months from Plymouth by sea vessels through Ocracoke Inlet to northern markets. Thus Norfolk was fast losing her grain trade.

In 1848 or 1850 one of our citizens, who had devoted much of his time to canals and steam transportation, procured a small towboat and chartered a number of Erie Canal barges and demonstrated the feasibility of this mode of transportation. Contracts were made for carrying of corn to New York via Norfolk at a less price than by Ocracoke. In a

few years the receipts of corn at Norfolk ran up to millions of bushels and Norfolk became quite a corn market.

Plymouth no longer was the storehouse, and the towing of barges through the sounds and up the rivers of North Carolina was well established; the cost of freight was reduced and the farmers had no longer fear of their grain heating by being so long in transit. Owing, however, to the great delay in getting up the upper part of the Pasquotank known as the "Moccasin track," steam was not remunerative, and it was evident a better navigation than then existed through the Dismal Swamp Canal was necessary. Efforts to have the canal enlarged and extended to better water were unsuccessful, and the trade that had been diverted through our harbor was about to be lost when a project was started to build another canal uniting the natural waters by a shorter route with an ample supply of water and with a prism and locks that would pass a larger class of vessels. To do this the Albemarle and Chesapeake Canal was constructed, connecting the Elizabeth River by a canal only eight and a half miles long to the North Landing River, which empties into Currituck Sound. From this sound another short canal, only five and a half miles, unites with North river, which flows into Albemarle Sound.

[The lock, and only one on this canal, is of granite, 220 feet long, 40 feet wide and 8 feet deep, capable of passing vessels of 1000 tons burthen. The canal affords a safe and reliable channel for the South, free from the dangers of Hatteras and the coast of North Carolina. It was designed and constructed by the present able President of the Company, Marshall Parks, Esq. The work has attracted considerable attention of late years, because of the benefits which will inure to commerce, if the line be extended, as proposed by him, to Cape Fear River. We will then have an unbroken line from Norfolk to Florida, which would no doubt be extended in a few years to and through the projected Florida Canal, making the inland route complete.—Pub.]

Thus by only 14 miles of canal a steam navigation has been provided equal, if not superior, to any other inland route in this country. The canal has been so successfully managed that it has not only absorbed the former trade but largely increased the business, owing to the great facilities it offers to export the products of Eastern North Carolina.

Since the opening of the Albemarle and Chesapeake Canal more than 86,000 steamers and sailing vessels, barges, rafts, &c., have passed through it.—*Virginian*, Aug. 5, 1879.

LIST OF REGULAR FREIGHT AND PASSENGER STEAMERS NAVIGATING THE ALBEMARLE AND CHESAPEAKE CANAL.

Name of Line.	Where Bound.	Name of Steamer.	Tonnage.	Days of Departure from Norfolk.	Agents.	Wharf.
Roanoke River Trans. Co	Roanoke River, N. C.	Astoria.	210	Wednesdays, 6 a.m.	T. W. Henderson.	East Water Street.
"	"	Rotary.	189	Saturdays, 6 a.m.	"	"
Norfolk & Currituck S. B. Co	Currituck Co., N. C.	Oyenet.	94	Mon. & Thurs. 6½ a.m.	E. Ballance.	Foot Church Street.
"	Roanoke Island, N. C.	Bonito.	85	Weekly, (irregular)	"	"
North Carolina Trans. Co	Roanoke River, N. C.	Commeec.	229	"	Henry Roberts.	Taylor's Whf, Water St.
"	"	Louisa.	280	"	"	"
"	"	M. E. Roberts.	121	Thursdays, 2 p.m.	"	"
"	Scuppernong River	Keystone.	119	Mondays, 7 a.m.	"	"
"	Chowan River, N. C.	Defiance.	540	Weekly, (irregular)	J. W. McCarrick.	Clyde Line Wharf.
Clyde Line Trans. Co	Newbern, N. C.	G. H. Stout.	346	"	"	"
"	"	Tuckaloe.	155	"	"	"
"	"	Jno. S. Ide.	212	"	"	"
"	"	Newbern.	437	Mondays, 6 a.m.	T. H. Webb.	O. D. S. S. Co., Wharf.
O. D. Steamship Co	Newbern, N. C.	Panlico.	352	Thursdays, 6 a.m.	"	"
"	"	L. G. Cannon.	96	Weekly, (irregular)	Crookston & Smith	Higgins' Wharf.
Peoples Transportation Line	Roanoke River, N. C.	Lincy.	117	"	"	"
"	"	Harpinger.	64	Mon. & Thurs. 6 a.m.	B. Taylor.	K. Biggs & Co.'s Wharf.
Taylor's Transportation Line	Hertford, N. C.	Ben Munder.	159	Weekly, (irregular)	W. Y. Johnson.	Foot Commerce Street.
Norfolk and Hertford Line	Chowan River, N. C.	Currituck.	91	"	E. Pickup.	Foot Campbell's Wharf.
Pickups Line	Cashie, N. C.			Thursdays	W. Y. Johnson.	Foot Commerce Street.
Windsor Line						

DISMAL SWAMP CANAL.

D. S. Steam Trans. Co.	HElizabeth City.	Helen Smith.	50	Triweekly.	Henry Roberts.	Taylor's Wharf.
Enterprise Steam Trans. Co.	"	Enterprise.	70	"	W. Y. Johnson.	Foot Commerce St.

INLAND NAVIGATION.

THE
ALBEMARLE AND CHESAPEAKE CANAL,
 TOGETHER WITH THE
Chesapeake & Delaware Canal & Delaware and Raritan Canal,
 FORM THE GREAT INLAND NAVIGATION FROM
NEW YORK, PHILADELPHIA and BALTIMORE
 TO
NORTH CAROLINA AND THE SOUTH,

BY CANALS AND INLAND NAVIGATION FOR STEAM-BOATS, SAILING VESSELS, RAFTS, &c., AVOIDING THE DANGERS OF HATTERAS AND THE COAST OF NORTH CAROLINA—SAVING TIME AND INSURANCE.

DIMENSIONS OF CANALS AND LOCKS.

	Canals.		Locks.	
	Miles.	Length. feet.	Width. feet.	Depth. feet.
ALBEMARLE AND CHESAPEAKE CANAL -	*14	220	40	7
CHESAPEAKE AND DELAWARE CANAL - -	14	220	24	9
DELAWARE AND RARITAN CANAL - - -	43	220	24	7
ERIE, OF NEW YORK - - - - -	345	110	18	7

*And thirty miles slack water.

Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies take this route.

Steam tug-boats leave Norfolk, towing sail vessels, barges, rafts, &c., to and from North Carolina to Baltimore, Philadelphia and New York.

Freight steamers leave Norfolk for the following places: Edenton, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Palmyra, Scotland Neck, Halifax, Weldon, Columbia, Fair Field, Windsor, Winton, Gatesville, Murfreesboro, Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greenville, Tarboro, Indiantown, Bay River and Newbern.

For rates of tolls, towing, maps and charts, &c., apply to

H. V. LESLIE, Treasurer C. & D. Canal Co.,

528 Walnut Street, Philadelphia.

M. COURTRIGHT, Esq.,

Room 69 Coal and Iron Exchange, New York.

Or to

MARSHALL PARKS,

President Albemarle and Chesapeake Canal Co., Norfolk, Va.

FERTILIZERS.

DURING the past twenty years farmers and planters have begun to recognize the necessity and importance of following some well developed system of agriculture. Experience has taught them that in order to secure good crops they must depend upon other agencies than on simple rain and sunshine. Thorough manuring and the rotation of crops have both been found to be beneficial, and in order to further strengthen and improve the soil Science has come to their aid and with its knowledge of the laws of chemistry has succeeded in forming compounds, the material parts of which are so skillfully blended together that they not only restore the strength which has been exhausted by continuous cropping, but improve the quality of the plants, and cereals sown. Every fertilizer thrown upon the market is claimed to be the best, and to be capable of producing the most wonderful results, and the farmer is often so much puzzled to know which is really the best that he either depends solely upon the old fashioned system, or is so disgusted with the trial which he makes of some worthless article, that he denounces them all as impositions. There is, however, one test which can always be relied upon and that is experience. If he should not have it personally he can at least utilize that of others, and by carefully weighing the nature of the evidence offered to him and judging as to its credibility, succeed in forming an opinion which will materially assist him in making a selection and judging as to the results which are likely to be obtained.

In the purchase of Fertilizers, the farmer is frequently at the mercy of the dealer, and the ease with which Fertilizers are often adulterated, renders the trade peculiarly liable to impositions. But it is indeed most gratifying to know that every firm, to our knowledge, engaged in the business in Norfolk, is composed of gentlemen of such high standing in the community as to preclude the idea of a fraud by them, either on the manufacture or the sale of these compounds.

Recently a large factory has been built on one of the principal wharves across the river, where the numerous chemicals used in compounding Fertilizers are received in their crude state and subjected to the mixing process until in proper condition for use. Peruvian Guano is supplied in quantities by our dealers, direct from Government warehouses and kept for sale in their warehouses in Norfolk. Every variety of Fertilizer known to the trade, or calculated to recuperate exhausted soil can be bought in Norfolk at figures identical with those of the largest factories in the country. Water transportation being low, handling can be more cheaply done here than at points not so highly favored with facilities of this character.

ESTABLISHED 1844.

CHARLES REID & SON,
Commission Merchants,
 AND DEALERS IN
Staves, Peruvian Guano,
BONE DUST,
 AND OTHER STANDARD FERTILIZERS.

Office and Warehouse, 14 NIVISON ST.

STAVE YARDS,

India Wharf, Norfolk, and Cooke's Wharf, Portsmouth.

PERUVIAN GUANO.

By arrangements recently made, we have the CONTROL in this section of ALL the GUANO purchased of the PERUVIAN GOVERNMENT by the PRESIDENT of the BANK OF PERU, and shipped by him to this Country. We are therefore prepared to furnish GENUINE PERUVIAN GUANO at lowest rates. We guarantee its Purity and Analysis.

BONE DUST.

OUR OWN GRINDING from Slaughter-House Bones. RICHER IN AMMONIA AND BONE PHOSPHATE OF LIME than other Brands in the market. As a permanent improver of the soil, there is nothing better than PURE BONE; hence the importance to the farmer of great discrimination in his selections, for there is hardly any article of trade more liable to adulteration; and even in different brands of really Pure Bone, analyses will show a difference in value commercially and to the farmer, of FROM \$10 TO \$12 PER TON in favor of Slaughter-House Bones. In very many cases, Bones are ground from dried field stock, after all the hard and most valuable bones are culled out and sold to Cutlery and Button Manufacturers. Nothing has been culled out of ours—they are all SLAUGHTER-HOUSE BONES—ground at our MILLS and WARRANTED ENTIRELY PURE.

C. L. UPSHUR,

MANUFACTURER OF

FERTILIZERS,

AND DEALER IN ALL KINDS OF

CHEMICALS AND MATERIAL

For Making Fertilizers.

No. 1 PERUVIAN GUANO,
ANIMAL MATTER,
DRIED BLOOD,
BONE DUST,
BONE BLACK,
DISSOLVED BONE,
FISH GUANO,
PLASTER,
KAINIT,
&c., &c.

ALSO, SULPH. AMMONIA, NIT. SODA, SULPH. SODA,
NIT. POTASH, SULPH. POTASH, &c., &c.

MANUFACTURER OF THE

Peruvian Guano and Bone Dust Fertilizer!

ALSO, ROYAL PHOSPHATE.

Office and Warehouse, 154 and 156 Water Street,

NORFOLK, VA.

Factory, Bain's Wharf, Portsmouth.

FISH AND OYSTERS.

EVERYBODY eats Fish and Oysters, and Norfolk Packers, with about a half a million of dollars capital, help largely to supply the demand. This season about one million, two hundred thousand bushels Oysters have been shipped to Boston, New York, Providence, New Orleans and to Liverpool, London and other Foreign Ports. The shipment of fresh Fish to the cities of the North is growing to be a business of large proportions; the waters of the sounds of North Carolina and Chesapeake Bay, supply quantities of Fish, all the year around, nearly all of which are shipped from this city—in fact, the farming of the waters of Virginia and Carolina yields scarcely less revenue than that of the land.

Norfolk as an Oyster Market from its Geographical position, so frequently and well described, is peculiarly favored in affording cheap and rapid transportation, by its daily steamers to the large cities of the Northern and New England States, and by her railroads to the West and South. With her magnificent harbor, seldom closed by ice, while others are frequently blocked up for an important part of the Oyster season, she is fast becoming the grand market for the Oysters caught in the Chesapeake and its tributaries. Virginia waters are rich in their beds of luscious Bivalves, and while the excellency and superiority of her Lynnhavens, Cherrystones, Horn Harbors, York Rivers, Hampton Bars, and others are generally acknowledged, the James, Rappahannock, Potomac, Nansemond, Piankitank and many small rivers send a large supply to this their home market. Only in the last few years were any Dredged Oysters, of any amount, brought to this market. Now large vessels regularly engaged in dredging make this their regular market, Gwinn's Island, Pocomokes, and other dredged stock is as familiar to our packers almost as the native. No part of the trade of Norfolk is of more importance to her and the surrounding district, than the Oyster Packing and Catching. As nothing can conduce more to the prosperity of State, City, or County than the employment of its productive labor, so the large amount of employment given by the Packers, to those engaged in catching and bringing to market the Oysters, the large number of openers and employees in their packing houses, paid promptly every week, causes a large amount of ready money, brought from abroad, to be distributed promptly to those whose wants need ready supply, and that too at a season of the year when ordinary out-door labor is least employed.

So rapidly has the Oyster Trade of Norfolk grown in the last few years, that it has attracted large Baltimore Packers to establish houses here, and this Fall three of the largest dealers in Boston, each opened a house, thus virtually conceding that Norfolk is destined to become the grand central Oyster depot of supply. So too the large dealers of the great Northern and Western States are fast recognizing her as a superior market and sending us their orders. But a few years since and there were but seven or eight packing houses here, only a few of which did a large business, working profitably, three hundred hands and shucking some twelve to fifteen thousand bushels per week, now there are twenty packing houses, most of them doing a large business, working twelve to fifteen hundred hands and shucking something like forty thousand bushels per week, and for every opener, there is a like number engaged in catching and running the Oysters to market; giving employment to a large number of vessels and small boats.

The large packing houses and the rapid growth of the trade, give evidence that the firms engaged in the business are composed of men, whose energies and business qualifications will make it rival in importance the best trade of Norfolk. One of the great and valuable results to the city is seen in the magnificent piers and wharves built with shells in the last few years, also in the splendid shell roads leading into the several sections around the city, making not only elegant drives, but rendering this market readily accessible to the farmers, with easy hauling for their produce at all seasons of the year. The Oyster Packing renders essential aid to the trucking interest, by giving employment to a large number of hands during the Winter and early Spring, and then turning them over to the Truckers just when they are needed.

CARRIAGE AND COACH BUILDERS.

THIS branch of industry is one of daily growth and promises to assume proportions entitling it to recognition as one of the most progressive and rapidly expanding in the city. The carriage and coach builders of Norfolk have always held high rank in comparison with those of other cities. The use of skilled labor and first-class materials, in rendering their work of durable construction and artistic finish, invariably secures for it the highest premiums when exhibited in compe-

tition with that of other makes. The many fashionable vehicles that throug our thoroughfares and fashionable drives are fair specimens of the style and quality of work turned out of their shops. Besides supplying the home market, car loads are sent to the South and West, to be offered at prices as favorable as are offered in other localities. Until within a few years, the South drew almost her entire supply from Wilmington, Del., Philagelphia and New York, but now the tide has turned, and experience has taught us that in patronizing our own manufacturers, we encourage local enterprise, foster and develop local industries and at the same time secure for ourselves at reasonable rates, as good workmanship as can be had in other markets. The nine factories here employ a vast number of hands in their different departments, including the blacksmith, wheelright and paint shops, trimming, furnishing and sales rooms. The latter usually contain large varieties of stock from other factories, from which purchasers may be suited in either style, quality or price. In this business about one hundred and twenty-five thousand dollars are employed as actual capital. This amount at first glance appears very small for the conduct of the business, but not so when it is remembered that the credit system does not enter largely into its daily transactions.

A. WRENN & SON,
MANUFACTURERS OF
CARRIAGES, BUGGIES,
Harness, Saddles, Collars, &c.
AND DEALERS IN
CARRIAGE AND SADDLERY HARDWARE,
Horse Clothing, Lap Robes, &c.

14, 16, 24 and 26 Union St., NORFOLK, VA.

We are just putting in our Factory a large Engine and the latest improved machinery, which will enable us to manufacture and sell as low as any factory in the United States.

HOTELS.

NORFOLK has every reason to be proud of her fine hotels. Not only are they magnificent in external appearances, gigantic and beautiful pieces of architecture, but their interior finish and elegant appointments, make them the finest hotel buildings in the whole South. For many years Norfolk had but few public houses of this character, and even those were as little like the elegantly kept and luxuriously furnished caravanseries of to-day as they could possibly be. There are at present three *first class* hotels in the city, and many smaller ones of the most reputable character and agreeable accommodations, but the three principal ones are not only creditable to the city, but the success which has attended the efforts of their proprietors, points unmistakably to the fact that our people live well and that the floating population of the city, at all times very large, appreciate the luxuries of well kept tables, drawing their supplies from the truck farms and rivers of the vicinity. These hotels are situated directly upon the route of the City Railway, are within ten minutes walk of the most distant Railroad Depot or Steamboat landing in the city; convenient to the principal mercantile houses, banks, postoffice, churches and theatre. And from either of their roofs magnificent views of the shipping in the harbor, Navy Yard, Portsmouth and the surrounding country, for many miles, can be had. Every convenience calculated to promote the comfort of guests has been added to these establishments, and the traveler, who visits Norfolk, seeking health or business cannot help being favorably impressed with the manner in which they are conducted.

NEW ATLANTIC HOTEL!


Cor. of Main and Granby Streets, Norfolk, Va.

TERMS, \$2.50 AND \$3.00 PER DAY, ACCORDING TO LOCATION.

R. S. DODSON, PROPRIETOR.

Enlarged, remodeled and refurnished, rendering it one of the handsomest structures in the South, possessing all the modern improvements, including first-class passenger elevator, electric bells, suits of rooms with hot and cold baths.

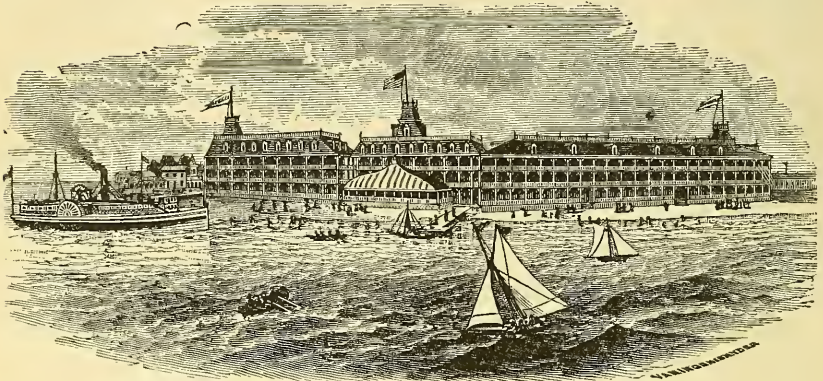
The especial attention of Tourists and Invalids is called to the fine climate of Norfolk and vicinity, and to the accommodations afforded by the ATLANTIC where nothing will be left undone to render them comfortable.

 Liberal arrangements made with Families and parties by the month.

 Letters and telegrams to R. S. DODSON, will receive prompt attention. 

THE HYGEIA HOTEL, OLD POINT COMFORT, VA.

SITUATED WITHIN ONE HUNDRED YARDS OF FORT MONROE.



OPEN ALL THE YEAR, WITH AMPLE CAPACITY FOR 600 GUESTS.

Has all modern improvements, elevator, gas and electric bell in every room; water' bath-rooms, and closets on every floor. Equal to any hotel in the United States as a Spring, Summer, and Autumn Resort. Six daily mails and telegraph office; fifteen to twenty first-class steamers land daily, (except Sunday) one hundred and fifty yards from the door. Rooms and halls comfortably heated, and every comfort provided for tourists and health-seekers during the winter. Fire-escapes only fifty feet apart on every floor. Superior beach for bathing at doorsteps, and good from May until November. Boating, fishing, and driving especially attractive. Send for circular describing hygienic advantages, terms, &c.

HARRISON PHOEBUS, Proprietor.

What the Patrons of the Hygeia Hotel think of it as a Place of Resort.

(From the Richmond Dispatch).

THE HYGEIA HOTEL, OLD POINT COMFORT, VA., July 1st, 1878.

The realization of so much comfort and pleasure at this Virginia sea-shore resort, prompts us to express our high appreciation of its many advantages.

Within the past year the most extensive and most modern improvements have been made, giving largely increased capacity and facilities that can be found only in the most superior establishments. Nature has contributed so largely to make this the spot where health can be promoted and many enjoyments can be realized that we feel highly pleased and gratified that its natural advantages have not been lost in the hands of its enterprising proprietor, Mr. Phoebus, who in a quiet and most successful manner provides those essentials requisite to promote the comforts and attractions of the "Hygeia" to a degree that must be recognized as soon as his guests are within its extensive limits. The table is well and liberally supplied with those delicacies that can be found only at a first-class resort. The large additions to the hotel have given ample room for at least several hundred more guests. The pavilion has been so improved by the splendid and wide promenade on the water side that it is unexceptionable, and large enough for all to realize its advantages. We, the citizens of Richmond, Petersburg, and other Virginia cities, must acknowledge this resort to be vastly superior to any other place within the range of convenience to our men of business, who should gladly avail themselves of its advantages, so accessible and safe as it is, for a sojourn during the summer.

We most cordially commend to all a visit to the "Hygeia," and assure them that they will find Mr. Phoebus ready and capable of confirming our assurance in this respect.

Richmond, Va.

F. W. M. HOLLIDAY, Gov. Va.
E. O. NOLTING,
THOMAS W. McCANCE,
P. H. MAYO,
CHARLES D. HILL,
BRADLEY T. JOHNSON,
NORMAN RANDOLPH,
JAMES A. COWARDIN,
JOHN F. LAY,
JOHN B. PURCELL,
W. W. CRUMP.

Richmond, Va.

T. M. R. TALCOTT,
GEO. W. ALLEN,
J. DAVENPORT, Jr.
A. SHAW.

Petersburg, Va.

N. M. OSBORNE,
DAVID DUNLOP,
ED. C. VENABLE,
CHARLES F. COLLIER,
ROBERT H. JONES, Jr.,
WILLIAM MAHONE.

Norfolk, Va.

V. D. GRONER,
T. H. WEBB,
J. W. McCARRICK,
ROBERT W. HUGHES,
J. S. BRAXTON,
W. C. MARROW.

Portsmouth, Va.

JAMES G. BAIN, E. G. GHIO.

Charlottesville, Va.

WM. J. ROBERTSON,
Warrenton, Va.
SAMUEL H. GARDNER

PURCELL HOUSE!

NORFOLK, VA.

R. T. JAMES, Proprietor

TERMS,

\$2.00 AND \$2.50 PER DAY, ACCORDING TO LOCATION.

This Hotel is conveniently and pleasantly situated; within a short distance of the principal Railroad Depots and Steamboat Landings; street cars pass the doors going each way. The appointments of the House are in every particular first-class.

The table is supplied with every luxury which the markets afford.

PEANUTS.

NORFOLK stands pre-eminently above any market in America in this specialty. The importance of the crop and its bearing upon other branches of trade are little understood even by our own people, but it is one of the most valuable products of Eastern Virginia.

The two factories here are taxed to their utmost capacity; give employment to hundreds of hands, and daily ship assorted Peanuts to various points, from Main to Texas. The factories are furnished with machinery for polishing and assorting, which enables shippers to handle an hundred times as many in a given length of time as could be handled under the old washing and hand assorting process which was practiced a year or two ago.

The article is believed to be and claimed of African origin; originally introduced into the Southern country during the last century by some vessel landing cargoes. Africa yet continues by all odds, to be the

largest producer, for millions of bushels are grown there, being used as a food staple, and furnishing a very large proportion of exports from the French possessions, mainly to Marseilles, France, where oil is manufactured. That port alone, in one year, claiming to have received two and a half millions of bushels.

For many years they have been cultivated in this State, but in a very irregular and careless manner; in fact they were considered beneath the dignity of attention as a crop, nor did any trade think much better of them.

It was only during the war and perhaps not until 1863 or '64, that prices advanced high. The demand increased rapidly, and inference leads to the opinion it was stimulated by camp followers and idle times among multitudes. It is quite certain, soon after that, our farmers in this vicinity, took hold of them as a crop, gradually increasing year by year until in 1878, it reached 875,000 bushels, bringing full \$1,000,000 into the State.

The following is a comparative estimate of crops and prices by year, for Virginia:

1867	75,000 bushels.	\$3.25@ \$3.75
1868	150,000 "	1.75@ 3.00
1869	424,000 "	3.00@ 3 60
1870	270,000 "	2.00@ 2.75
1871	195,450 "	1.50@ 2.80
1872	324,000 "	2.00@ 2.50
1873	225,000 "	.90@ 2.50
1874	350,000 "	1.75@ 2.80
1875	450,000 "	1.55@ 2.25
1876	780,000 "	1.40@ 1.75
1877	405,000 "	75@ 1.35
1878	875,000 "	70@ 1.30
1879	1,000,000 "	

The entire crop of the State is produced in the few counties immediately contiguous to Norfolk, including the counties of Sussex, Surry, Southampton, Isle of Wight, Nansemond, Warwick and Princess Anne. Nearly all pass through this place, about four-fifths of the crop finding a market here, from whence they are distributed to consuming points.

Notwithstanding the large increase in production, consumption appears able and capable of meeting it. From the beginning of the new crop, 1st of October last, a good demand started up and encourages the hope that all will meet ready sale.

WELLER & CO.,

WHOLESALE DEALERS AND PROPRIETORS OF THE

STANDARD

COCK, SHIP  EAGLE

BRANDS OF

Virginia Hand-Picked

PEANUTS,

Cor. Water and Fayette Sts.,

NORFOLK, VA.

ORDERS AND CORRESPONDENCE SOLICITED.

REFERENCE, BURRUSS, SON & CO., BANKERS, NORFOLK.

FURNITURE, CARPETS AND PIANOS.

NORFOLK contains, beyond the possibility of a doubt, as large establishments and as complete stocks in this line, as can be found in any Southern city. She has seven apparently prosperous houses, carrying stocks of every style from the richest and most chaste designs to the less pretentious and cheaper classes of goods—Parlor, Drawing-room, Chamber and Office sets of Furniture, from the most elaborately carved Rosewood and Black Walnut, to those made out the native pine. The firms engaged in the business have displayed great enterprise, and all sections of the manufacturing world have contributed to the varied assortments they carry, until the most fastidious taste can be gratified, or the humbler cottage of the mechanic made tenable.

Floor coverings of every imaginable character, from the Axminster of exquisite pattern, to the ordinary American Carpets and Matting.

The recent advances in raw material, commencing in the revival of ore mining, and all iron industries, have met with a corresponding increase in prices of Furniture and Carpetings; but many of our dealers had pretty well supplied themselves in anticipation of the Fall and Spring seasons, so that they were less effected by the advance which manufacturers announced, than those who possessed of less capital, were not able to stock their warehouses and salesrooms in anticipation of local demands.

The largest Piano and Organ factories in the world are located in this country, and nearly all have agencies in this city. The number of instruments annually sold here, would if summed up, represent a large monied value. One of these instruments may be considered a household necessity. The superior delicacy of tone, outward finish, and reputation of manufacturer, are the three most important considerations that influence purchasers in their selections, and where their knowledge upon these three points is defective, the only safeguard against imposition is to seek a responsible and reputable dealer whose judgment and representation can be relied upon.

Having passed through seasons of remarkable financial depression unscathed, to a substantial and prosperous issue, some of the Furniture, Carpeting and Piano dealers of Norfolk, have taken high rank as men possessed of more than an ordinary degree of financial ability and business vim.

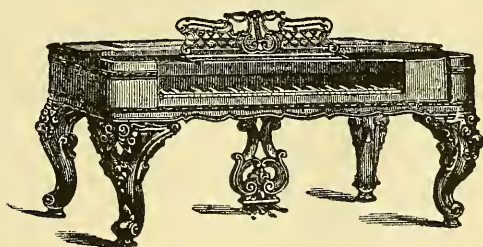
FURNITURE, CARPETING, AND PIANOS.

S. A. STEVENS & CO.

Cor. Main and Granby Streets.

THE

OLDEST FURNITURE HOUSE IN NORFOLK.



The Largest and Most Complete Stock
OF ANY HOUSE IN OUR BUSINESS IN VIRGINIA.

OUR FURNITURE DEPARTMENT

Is most complete, embracing every article wanted to furnish a house, from the cheapest to the most elaborate and expensive quality.

OUR CARPET BRANCH

Is fully stocked with all grades of floor covering, from that wanted by the poor man for his cottage to the Finest Velvet or Brussels Carpet for the mansion of the rich.

We call especial attention to our **MUSIC DEPARTMENT**. We keep constantly a large assortment of the very best **PIANOS** made in the World, comprising the celebrated instruments of **CHICKERING & SONS, STEINWAY & SONS, HENRY P. MILLER** and **W. P. EMERSON**. Every instrument sold at manufacturers' prices and guaranteed for five years.

We keep in Stock the largest assortment of **SHEET MUSIC** and **MUSIC BOOKS** in this section. Orders filled by mail, and a liberal discount given to teachers.

Our Prices are Guaranteed as Low as in New York or Baltimore.

JOHN B. LOUGHRAN,

MANUFACTURER OF

Picture Frames,

AND DEALER IN

FURNITURE,

WINDOW SHADES, CLOCKS,

Carpets, Mattresses,

BABY CARRIAGES, LOOKING GLASSES.

Chromos, Passepartouts, Picture Cord, Tassels, &c.

THE ONLY FIRST-CLASS FURNITURE AND CARPET

INSTALMENT HOUSES

IN THE CITY.

182 and 184 Church Street,

(JUST ABOVE ST. PAUL'S CHURCH.)

NORFOLK, VA.

HILDRETH'S FURNITURE DEPOT!**GEO. H. HILDRETH,**

(SUCCESSOR TO LIPSCOMB, HILDRETH & CO.)

WHOLESALE AND RETAIL DEALER IN

Furniture, Mattresses,

ETC., ETC.,

No. 42 Roanoke Avenue,**NORFOLK, VA.**

Having recently purchased the entire interest of the above-named firm, and having laid in one of the Largest and Finest stocks of Furniture south of Baltimore, I would respectfully invite my former patrons and the public generally to **GIVE ME A CALL.**

I HAVE COMPLETELY FILLED MY STORE WITH

RICH & ELEGANT FURNITURE*OF ALL DESCRIPTIONS,*

WHICH I BUY IN SUCH QUANTITIES, AND ON SUCH TERMS, AS TO INSURE THE VERY LOWEST FIGURES.

My Establishment is strictly FIRST-CLASS. I possess every possible facility and my CUSTOMERS ARE GUARANTEED PERFECT SATISFACTION. A call from the Ladies is solicited. My stock of

CHAMBER AND PARLOR FURNITURE

IS ONE OF THE FINEST EVER EXHIBITED IN NORFOLK.

NEW GOODS CONSTANTLY ARRIVING. NEWEST STYLES AND RICHEST DESIGNS. I DEFY COMPETITION IN QUALITY AND PRICES.

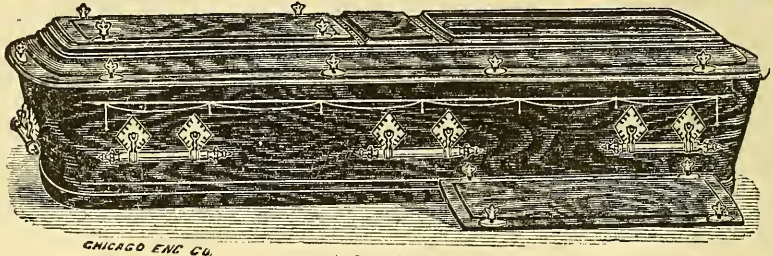
GREAT REDUCTION IN

*FURNITURE, LOUNGES, M. T. and EXTENSION TABLES,
WALNUT PARLOR & CHAMBER SUITES, CRADLES,
SIDEBOARDS, ETC., ETC.*

GEO. H. HILDRETH,**NO. 42 ROANOKE AVENUE, NORFOLK, VA.**

CORRESPONDENCE SOLICITED FROM COUNTRY MERCHANTS.

A. E. HALL & CO., UNDERTAKERS



AND DEALERS IN

PARLOR, CHAMBER, DINING-ROOM AND OFFICE FURNITURE,

METALLIC AND CLOTH BURIAL CASES AND CASKETS, WOOD
COFFINS AND CASES, BURIAL ROBES, UNDERTAKERS'
TRIMMINGS, &C. &C.

181 and 183 MASONIC TEMPLE, NORFOLK, VA.

Every facility for conducting the Undertaker's business in First-class
Style. ORDERS BY TELEGRAPH PROMPTLY ATTENDED TO.

CHAS. W. LIPSCOMB,

WITH

GEO. H. HILDRETH, (Successor to Lipscomb, Hildreth & Co.)

WHOLESALE AND RETAIL DEALER IN

FURNITURE AND MATTRESSES,

No. 42 Roanoke Avenue, Norfolk, Va.

STAVES.

NORFOLK has long supplied the Windward Islands with all the
Staves needed by those colonies for making packages for their
rum, sugar and molasses. Many of the wine-making districts on the
Mediterranean also obtain their supplies of Staves from Norfolk.

The timber of which our Staves are made, is found to be not only
well suited for wine casks, but more care is taken in their manufacture
than in any other stave market in the country. They are subjected to a
most rigid inspection by experienced, licensed inspectors, whose duty it
is to reject all staves that do not conform to the requirements of the

annexed specifications. There is little or no surplus wood on our staves. They are carefully prepared ready for the cooper, with wood enough, but not in excess of the wants of the makers of casks left on them, whereby much is saved in the item of ocean freight.

The Stave trade of Norfolk already large, is increasing and it is regarded as one of our most valuable industries. In 1878 Staves to the value of \$298,749 were exported from Norfolk.

Our White Oak Timber, besides being largely made into staves for rum and wine casks, is extensively used for ship building purposes, for which its superiority over the White Oak grown in other sections has long been recognized by the Navy Department and the shipwrights of the North and East. It is of very close grain, heavy and tough, and of great durability.

It is a notable fact that there are Naval ships in perfectly sound condition, now in active service, which were built at the Norfolk Navy-yard more than thirty years ago, of White Oak grown in Tide-water Virginia; and it is equally well known that there are numerous Naval ships now lying condemned, as unfit for service, after one or two cruises, which were built at other Navy-yards of White Oak grown in other sections. It was the practice of the Government in former times, to require that all oak timber delivered for its use should be grown within fifty miles of salt water; but during the late war this was impracticable, and therefore it was dispensed with. It is strange, however, in view of all past experience, that the Government has not seen fit to restore this clause in its contracts for White Oak Timber, and thus secure for its own use the valuable coast oaks of Virginia and North Carolina. Such of our oaks as grow near the coast resembles in all respects the famous "Pasture Oak" of England.

Foreign shipments of this product have not been so large during the past few years as formally, but it is not doubted that with the general revival of trade in all the great business centres, our exports of oak will again be as large if not larger than in former periods.

DIMENSIONS OF AND DIRECTIONS FOR GETTING DRESSED STAVES AND HEADING FOR THE NORFOLK MARKET.

White Oak Pipe Staves—54 to 56 inches long, not less than 54 inches.— $3\frac{1}{2}$ inches and upward wide; must not be less than $3\frac{1}{2}$ inches, and not less than 1 inch thick on thin edge.

White Oak Hhd. Staves—42 to 44 inches long, not less than 42 inches— $3\frac{1}{2}$ inches and upward wide; must not be less than $3\frac{1}{2}$ inches, and not less than $\frac{3}{4}$ inch thick on thin edge.

White Oak Heading—28, 30 and 32 inches long—5 inches and upward wide; not less than 5 inches, and full $\frac{3}{4}$ inch thick on thin edge.

White Oak Barrel Staves—32 to 34 inches long, 3 inches and upward wide; not less than 3 inches, and not less than $\frac{3}{4}$ inch thick on thin edge.

Red Oak Hhd. Staves—42 to 44 inches long, not less than 42 inches—should be 4 inches and upward wide; must not be less than $3\frac{1}{2}$ inches in any part, and from $\frac{3}{4}$ to 1 inch and upward thick on the thin edge.

All Staves and Heading must be of sound wood, free from knots and all other defects. Must be rived with the grain, and split from the bark to the centre—not slabbed off. They must be straight, with square edges, and moderately dressed with drawing knife to nearly a uniform thickness.

White Oak Staves and Heading must be free of sap.

Red Oak Staves may have sap on them. White Oaks with sap on them are classed Red Oaks.

Makers of Staves should get none less than full one inch thick, to allow for shrinkage in seasoning, and they should lay off the logs one or two inches longer than the Staves are required to be, to allow for the "running of the saw." Want of length is fatal to any of the classes of Staves.

All Staves are sold here by the long thousand of 1200 pieces.

PETERS & REED,
SHIPPING AND COMMISSION MERCHANTS,
AND DEALERS IN
STAVES, TIMBER, &C.
TOWN POINT, NORFOLK. WATER STREET, PORTSMOUTH.

IRON WORKS AND MARINE RAILWAYS.

INDUSTRIES have been given fresh impetus and from the Gulf on the South, and the Pacific on the West, Norfolk's rightful position as a commercial centre is being more fully understood and appreciated each season. At present the manufacturing interests of the city are of the most encouraging character. Just emerging from a protracted period of unprecedented shrinkage in values of all kinds, of over competition and consequent overproduction throughout the whole country, Norfolk's industrial interests are in just the condition to enter heartily and healthily

upon the new era which is apparent in all divisions of manufacture and trade.

No industries have suffered more in consequence of the long financial strain which has been upon the country, than these, but with the unusual demand for iron and general revival of ore mining in the almost abandoned districts of West Virginia, they have been re-invigorated.

Possessed of large capital, enterprising and educated manufacturers, and skilled artisans, with manufactures of reasonable variety and of wide distribution, situated in proximity to the singularly rich iron, coal, timber, tobacco, corn and cotton districts, there is every reason why, in the new era of industrial and commercial activity which has dawned, Norfolk should enter upon a period of business life which will greatly exceed in its results anything she has ever before accomplished. Upon visiting the different Iron Works, Boiler Shops, Foundries, and Marine Railways of the city, the greatest activity will meet the eye, vessels on the ways, others lying in the stream close by waiting in turn; hammers striking with deafening regularity in the boiler shops; the engine building establishments working their full complement of hands trying to catch up with orders, and foundries operating to their full capacity.

Being the central point for shipping, the building, overhauling and repairing of vessels should be carried on to a greater extent than at present, and yet the amount of work done annually in this line foots up to a large amount of money. The establishment of a Sectional Dry-dock company with from \$200,000 to \$250,000 capital, would doubtless pay its stockholders a handsome percentage upon their investment and render the industry of ship building &c., in Norfolk one of gigantic proportions.

It has been demonstrated to the satisfaction of experts in the art, that vessels, especially wooden ones, can be built to better advantage and more cheaply here than at points farther North or South. The superior quality of Virginia ship timber, which is at all times preferable for the purpose, and which can be so readily and cheaply obtained in Norfolk, renders this truth at once apparent. With the addition of a few thousand dollars, the facilities already at hand for the prosecution of this great industry can be so improved upon as to create a business three times as great in volume as it is at present.

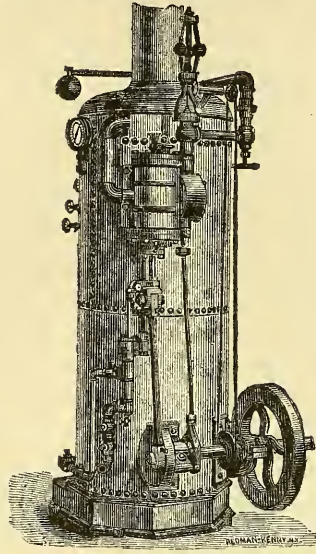
Extensive buildings, machinery in excellent order, and all appliances necessary for the business can be found in many of the yards at Norfolk.

With Eastern Virginia, North Carolina and Georgia, this city enjoys an extensive trade in machinery, engines, boilers, &c., and the reputation which our manufacturers have in these districts, ensures for them each season enough orders to keep them operating their works with a full force.

VIRGINIA IRON WORKS,

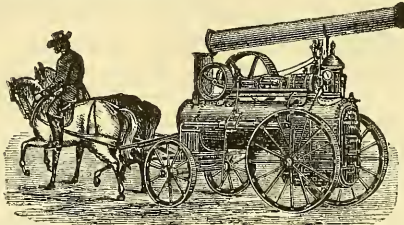
T. W. GODWIN, A. L. WOODWORTH, C. D. WHITING.

THOS. W. GODWIN & CO.,



Cor. of Madison and Water Streets,
NORFOLK, VA.

SOLE MANUFACTURERS OF THE "GODWIN PATENT"



**HORIZONTAL AND VERTICAL
ENGINE AND SAFETY BOILER,
EITHER PORTABLE, SEMI-PORTABLE OR STATIONARY.**

All Boilers for Agricultural use are fitted with the "GODWIN PATENT
FIRE ARRESTING ATTACHMENT" when desired, making
the Engines ABSOLUTELY SAFE FROM FIRE.

We are prepared to Build, at short notice and at rates that will compete
with any establishment in the country, Marine and Stationary Engines,
Boilers, Saw and Grist Mills, Locomotives for Wood and Iron Rail,
Castings, Forgings, Shafting, Pulleys, Hangers, Iron Pipe, Boiler Tubes,
Steam Pumps, Steam Yachts, &c., &c.

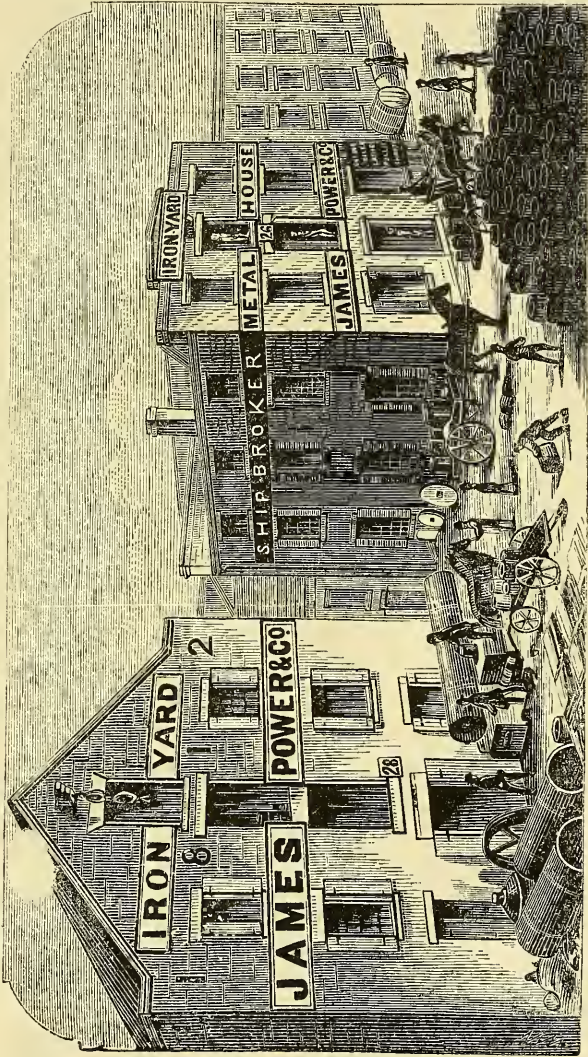
JAMES POWER & CO., Iron Yard and Metal House,

DEALERS IN ALL KINDS OF

SCRAP IRON, OLD METAL, AND PAPER STOCK;


ALSO, NEW AND SECOND-HAND ANCHORS, CHAINS AND MACHINERY OF ALL DESCRIPTIONS,

26 and 28 Rowland's Wharf, foot of Rothery's Lane, Norfolk, Va.



WE ARE ALWAYS IN THE MARKET FOR THE PURCHASE OF

OLD WRECKS, STEAMERS, VESSELS, OLD MILLS, &c.

 Machinery of all kinds, new and second-hand, bought and sold.

Elizabeth Iron Works!

CHARLES W. PETTIT, Prop'r.

Nos. 280 and 282 Water Street, Norfolk, Va.

MANUFACTURER OF

Steam Engines, Boilers, Saw and Grist Mills,
SHAFTING, PULLEYS, HANGERS, FORGINGS & CASTINGS.

Special attention given to the repair of STEAMBOATS and MACHINERY of all kinds.

MACHINISTS and BOILER MAKERS sent to any part of the country to repair work.

OLD ATLANTIC FOUNDRY,

206 Water Street, Norfolk, Va.

W. A. ANDERSON

Manufactures every description of CASTINGS, Iron and Brass, at short notice and at Baltimore prices.

No Extra charge for PATTERNS, of which I have an extensive variety.

HIGHEST CASH PRICES PAID FOR OLD METALS.

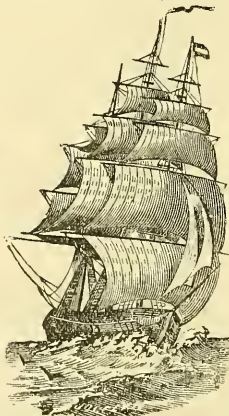
Wm. A. GRAVES,

Steam Sectional Marine Railway,

Ship
Builder,

AND

Spar
Maker,



Lumber
Manufacturer,
Saw and Planing
MILLS,
Scroll
SAWING,

ALL KINDS OF BRACKETS FURNISHED ON SHORT NOTICE.

Nos. 211 and 212 Water Street, Norfolk, Va.

GEO. W. DUVAL & CO., NORFOLK IRON WORKS,

Cor. WATER AND NEBRASKA STS., NORFOLK, VA.

Engines, Boilers, Saw Mills,
AND ALL KINDS OF

MACHINERY OF THE MOST IMPROVED PATTERNS.

ALSO REPAIRING AT THE SHORTEST NOTICE.

☛ PARTICULAR ATTENTION PAID TO STEAMBOAT WORK. ☛

Duval's Patent **BOILER TUBE FERRULES** are the only perfect remedy for Leaky Boiler Tubes. They can be inserted in a few minutes by any Engineer, and are guaranteed to stop the leaks.

SEEDSMEN, FLORISTS & NURSERYMEN.

A GREAT many people deny Florists a place among recognized and useful tradesmen, but when it is remembered that they are also Nurserymen, all will agree that they cultivate an art which requires special knowledge and special culture, and confer a great benefit upon the community. Too many people associate the Florist's business with marriage festivals or funerals, when they should be regarded in the light of those whose business it is to develop an art the practice of which makes our homes beautiful and bright. In the household, where the taste for flowers is indulged in as companions and sources of continual pleasure, the Florist is held in high favor as a most deserving tradesman.

The floral gardens in and around this city have not been in operation many years, but have developed a profitable business and many rare plants not previously introduced have found favor and successful propagation in our midst. Fruit trees, &c., from every conceivable quarter and of every variety, have been experimented upon until those specially adapted to this climate and soil have been brought to a very high state of perfection. Persons who plant are not left to the exercise of their judgments unguided by experience in the selection of their trees, but can avail themselves of the experiments made by the Nurseryman.

Seedsmen occupy to the farmer, almost the same position that the druggists do the inexperienced purchaser of their medicines—the farmer has to rely upon the judgment and integrity of the Seedsmen, in many instances, as his only safeguards against loss of time, labor and money.

To build up and retain a large trade in this business, requires the most careful, conscientious regard upon the dealer's part for the interest and welfare of his patrons, together with a thorough knowledge of every

detail associated with the prosecution of the business as buyer, planter and gatherer. The honorable distinction which our Seedsmen have achieved, points unmistakably to the fact that they have pursued their calling upon those principles, or they would never have gathered around them the confidence and patronage of such a large and prosperous class of farmers and truckers as abound in the vicinity of Norfolk. Four Florists and Nurserymen, and two Seedsmen, supply the local trade, and large orders are being shipped daily to the West and South.

GEORGE TAIT, SEEDSMAN,

IMPORTER OF AND DEALER IN

ENGLISH, GERMAN, FRENCH, CANADIAN AND
AMERICAN SEEDS,

No. 7 Market Square, (East Side), Norfolk, Va.

RAILROAD, STEAMBOAT MACHINISTS' SUPPLIES.

GREAT improvements have been made in the business of Railroad, Steamboat and Machinists' Supplies in Norfolk, during the past few years. New firms have entered the field, larger stocks are kept by dealers, the trade generally has been brought to a higher state of organization and made to increase the limits of its operations. The business derives its success from the sources upon which its title is founded, and when these sources are numerous, as is the case here, its growth is not at all a matter of surprise.

Everything in this line can be bought here to-day at from 25 to 50 per cent. less than they could six or eight years ago, in fact, competition and the increased demand for consumption have had a tendency to bring prices down, until dealers are satisfied with very small margins.

Every article necessary for use on a Steamboat, Railroad or in the Machine Shop can be had here as cheaply as in any other city; and every improved device for use in any department of mechanics usually supplied from a Railroad, Steamboat and Machinists' Furnishing Establishment, can be obtained by simply applying to the houses in that line of business.

E. V. WHITE
CHAS. SCHROEDER.Consulting and
Marine Engineers.**E. V. WHITE & CO.,**

MANUFACTURERS' AGENTS

Railroad, Steamboat and Mill**SUPPLIES,****IRON, STEEL, OILS, PAINTS AND CORDAGE,****STEAM ENGINES, BOILERS, TOOLS AND MACHINERY, BELTING, PACKING,
LACE LEATHER, COPPER RIVETS AND BURS, GUM AND LEATHER
HOSE, WROUGHT IRON PIPE AND FITTINGS.**GLOBE VALVES, STEAM COCKS, WHISTLES, OIL CUPS, WASTE, FILES, LAMPS, LANTERNS.
WHITE AND RED LEADS, BOLTS, NUTS AND WASHERS.

No. 12 COMMERCIAL ROW, (Near Ferry Wh'f.)

NORFOLK, VA.

E. V. WHITE,

CHAS. SCHROEDER.

E. V. WHITE & CO.,**NEAR FERRY WHARF, NORFOLK,****Manilla & Tarred Rigging Cordage,****Tar, Pitch, Rosin, Oakum and Turpentine,****SHIP'S BLOCKS,****LARD & SIGNAL OILS, PAINTS,****PAIN T OILS AND PAINT BRUSHES,****LANTERN, SIDE AND BOW LIGHTS, &c.**

JAMES M. BUTT,

(Successor to FORBES & BUTT.)

Manufacturer, Agent, Importer and Dealer in



RAILROAD, STEAMBOAT, MILL AND MACHINIST SUPPLIES,



RAILROAD SUPPLIES.

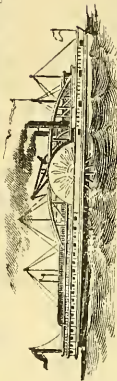
Foreign and Domestic Hardware and Mechanics' Tools, Gun: Belting, Packing and Hose, Lace, Leather, Oils and Waste, Brass Globe, Angle and Check Valves, Gauge and Steam Cocks, Steam and Water Gauges, Whistles, Lanterns, etc.; Wrought Iron Pipes for Gas,

Steam and Water, and fitting for same.

 Bolts, Nuts, Washers, and Tools of all kinds. Agent for Steam and Force Pumps. 

PURE OAK TANNED LEATHER BELTING, EVERY PIECE WARRANTED. PORTABLE STEAM ENGINES AND BOILERS,
AND SUPERIOR BOX AND SHINGLE MACHINERY, Etc., Etc., Etc.

Store: No. 5 Market Square, NORFOLK, VA.



STEAMBOAT SUPPLIES.

SASH, DOORS AND BLINDS.

THE many Saw and Planing Mills, their stacks towering high above the ordinary buildings that line the shores of the rivers and smaller streams in the vicinity of Norfolk, contribute their quota of material of this character every year for home use or re-shipment to other districts. All along the banks of the Elizabeth River, up the railroads, canals or tributary waters, and in the midst of the thick timber regions of Virginia and North Carolina, are situated these mills innumerable. Millions of feet of lumber and building material, yearly find Norfolk a ready and convenient market. The quality of this material is too well known and fills too important a place in building circles, to require elaborate mention at our hands. Contractors find no occasion to seek other markets in order to complete their contracts, as the manufacture of Sash, Window Frames, Doors, Blinds and Mouldings, of every conceivable shape and size, is here carried on so extensively that they can be had at satisfactory rates and without unusual notice.

The trade has received fresh impetus of late in consequence of a revival in house building, measuring in growth favorably with that of other cities, at the same time keeping up to the standard established by other factories.

Where a visit to these establishments is not convenient, it is only necessary to forward to them a description of material required, in order to obtain estimates compatible with quality and sound business principles.

JOHN O. GAMAGE,

100 & 102 WATER STREET, NORFOLK, VA.

RECEIVER AND SHIPPER OF ALL KINDS

BUILDING AND FINISHING LIMES, SKELL LIMES,

Portland, Roman, Keene's and Rosendale Cements;

CALCINE, DENTAL, CASTING AND LAND PLASTER;

Marble Dust, Coal Dust, Laths, Fire Clay,

PRESS, ANGLE, CORNICE, FIRE, PAVING AND BUILDING BRICKS.

TAR, ROSIN, SLATES, &c.,

Special Rates in Freights and Prices for wholesale lots.

OUR FOREIGN TRADE.

THE unrivalled facilities possessed by our port as a great exporting centre for the Southern and Western States, are gradually being developed, and since 1873-4, have made substantial progress until now there are two Steam Freight Lines plying between Norfolk and Liverpool during the cotton season, giving us in the Fall months a semi-weekly Steamship, and in the winter and early Spring, a weekly Steamship from our port to England.

The first Steamship which ever loaded at Norfolk for Liverpool, was the Steamship Ephesus, which in 1866 carried as part of her cargo 733 bales of cotton, which was a greater amount of cotton than had been exported in all previous years from this port direct to Europe. The next year, two of our firms entered quite largely into the export of cotton by steam and sail, and 14,168 bales were sent to Europe. The trade next year fell off nearly one half, and gradually declined until 1871-2, when only 4,687 bales were exported. The next season the quantity doubled, and in 1873-4 it assumed large proportions, nearly 50,000 bales being exported either direct or by through bills of lading through Northern cities. Since then the growth of the export trade has been rapid, and in 1878-79, 535,383 bales were shipped direct by steam and sail from Norfolk to Europe.

Messrs. William Lamb & Co., who were the pioneers in this direct trade, for two seasons had a line in connection with the Baltimore and Ohio Railroad, the Steamers starting from Baltimore, calling here to finish loading for Liverpool. Afterwards they had a line of transient steamers under the Spanish and English flags, which contributed to the building up a trade which last season culminated in the establishment of the Liverpool, Memphis and Norfolk Steamship Line, which despatches first-class Iron Steamships during the cotton season at such intervals as the demands of the trade require. It is expected that this year, 1880, the line will have a continuous service to accommodate the Virginia tobacco and cattle trade through the Summer months. This line has connections through our railroads with the South and West by means of through bills of lading.

Messrs. Reynolds Bros., who are among the largest cotton exporters in the United States, and who have also despatched transient steam and sail vessels for a number of years to Europe, established this season a

freight line to Liverpool, called "The South Atlantic Steamship Line," which with its interior connections bids fair to become an established institution of great importance to our commerce.

The firms of Messrs. Ricks & Milhado and Messrs. Barry Bros., have also contributed substantially in building up our direct export trade.

James L. Harway, Esq., President of the Virginia Compress Company, who is associated with the Liverpool, Memphis and Norfolk Steamship Line, and who has a line of first-class sailing vessels to Liverpool during the cotton season, has rendered great service in establishing on a permanent basis our trade with Europe.

In addition to the Virginia Compress Company and the Seaboard Compress Company, (Mess. Reynolds Bros., proprietors), two institutions absolutely essential to direct trade in the great staple, Messrs. Bain Bros. of Portsmouth, are about erecting two mammoth Cotton Compresses on their extensive wharves in Gosport, which are ultimately to be connected with our two great railroad systems, which through the Seaboard & Roanoke and Atlantic, Mississippi & Ohio Railroads, permeate the great cotton belt east of the Mississippi, and which through the Memphis and Little Rock Railroad will before long tap the Texas and West Mississippi cotton regions.

The projected extension of the Chesapeake and Ohio Railroad from Huntington to Lexington, and from Richmond to tide-water, will add to our exports the tobacco, grain, breadstuffs and meats of the Northwest; when the present fleet of Ocean Steamships leaving our waters for Liverpool and other European ports, will increase beyond the most sanguine expectations of our enterprising merchants.

The following tables will illustrate the growth of our direct trade. It will be noticed that our exports for 1879, exceeded in value those of 1870, \$11,402,507.

Direct shipments of cotton by bales, from Norfolk to Liverpool and the Continental ports from 1865 to 1880.

1865-'6	- - -	733	bales.	1873-'4	- - -	20,346	bales.
1866-'7	- - -	14,168	"	1874-'5	- - -	67,212	"
1867-'8	- - -	8,279	"	1875-'6	- - -	108,683	"
1868-'9	- - -	7,527	"	1876-'7	- - -	116,855	"
1869-'70	- - -	4,745	"	1877-'8	- - -	159,357	"
1870-'1	- - -	5,142	"	1878, Jan. 1, to Dec.			
1871-'2	- - -	4,687	"	31, 1879	- - -	535,383	"
1872-'3	- - -	8,282	"				

DIRECT EXPORTS BY ARTICLES.

FROM 1870 TO 1879 INCLUSIVE.

Articles.	[Landmark.]									
	1870.	1878.	1877.	1876.	1875.	1874.	1873.	1872.	1871.	1870.
Cotton ..	\$11,778,181	\$9,433,768 00	\$5,470,592 91	\$7,330,035 00	\$5,634,022	\$3,239,786	\$712,477	\$433,320	\$231,819	\$675,876 00
Staves	198,900	298,749 21	395,373 36	234,127 00	405,446	373,183	368,358	411,638	325,876	186,874 00
Corn	116,395	142,441 00	246,426 00	185,089 00	111,800	7,327	46,283	64,216	37,605	760 00
Head Cattle.....	67,350	52,630 00	.....	.....	.....	.....	.....	.....	.....	.....
Timber and Lumber	45,860	48,000 00	47,709 00	.....	.....	.....	.....	.....	.....	.....
Manganese	17,724	12,000 00	.....	.....	.....	.....	.....	.....	.....	.....
Shingles	2,343	8,538 75	7,114 12	592 00	6,795	5,609	6,202	14,983	14,737	2,610 00
Flour	9,652	7,989 00	9,035 00	8,319 00	18,708	7,400	3,688	5,628	3,822	2,188 00
Rosin.....	10,499	5,685 00	2,994 00	851 00	290	7,185	4,920	5,658	2,000	7,486 00
Treenails.....	.....	5,432 00	5,083 00	9,695 00	12,671	4,172	470	.....	.....	676 00
Pork .....	.....	3,500 00	13,915 00	11,500 00	165	.....	.....	604	255	1,025 00
Sheep	1,000	3,285 50	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco.....	5,920	300 40	62,399 77	7,903 00	523	13,779	80,421	60	575	.....
Miscellaneous	47,152	6,556 75	18,291 27	35,007 50	54,499	49,617	35,291	39,613	13,688	20,974 00
Total	\$12,300,976	\$10,028,965 61	\$6,278,933 43	\$7,823,218 50	\$6,444,919	\$3,708,058	\$1,258,120	\$975,720	\$730,377	\$898,469 00
Tonnage	112,485	86,273	62,093	65,521	52,211	48,127	30,598	20,050	10,398	12,530

REYNOLDS BROTHERS,

General Merchants,

AND SHIPPERS OF

Cotton, Grain  Naval Stores,

AND

Importers of Liverpool Salt.

ALSO AGENTS OF

SOUTH ATLANTIC STEAMSHIP LINE TO LIVERPOOL.

LIVERPOOL, MEMPHIS AND NORFOLK STEAMSHIP LINE.

Consisting of First-class Freight Steamers consigned to William Lamb & Co., of Norfolk, Va., to load on berth for Liverpool England.

Splendid A. 1	Spanish Steamship	ALAVA,	- - - -	2,244	Tons.
"	"	BUENAVENTURA,	- - - -	1,763	"
"	"	EMILIANO,	- - - -	2,098	"
"	"	TRURACBAT,	- - - -	2,197	"
"	British	EUPHRATES,	- - - -	2,025	"
"	"	EGBERT,	- - - -	1,717	"

And other A. 1 Iron Steamships.

Through Bills of Lading.—Our arrangements with the Atlantic, Mississippi and Ohio Railroad enables us to collect freight at best current rates, at Atlanta, Memphis, Montgomery, Selma, and all points in Tennessee, North Mississippi, Alabama and Georgia. Our arrangements with the Seaboard and Roanoke enable us to collect from Augusta, Charlotte, Raleigh, Wilmington, and all points in North and South Carolina and Georgia. With the Chesapeake and Ohio Railroad we have through bill of Lading from Cincinnati, Ohio, and Louisville, Ky., and contiguous points. By coastwise lines we can collect freight on most favourable terms from Savannah, Alexandria, Richmond, and other ports.

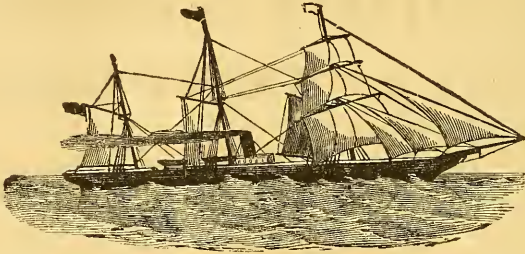
Correspondence in regard to shipments of freight to Liverpool solicited. Steamships of the line are prepared to contract for carrying cattle.

WILLIAM LAMB & CO.,
GENERAL AGENTS, NORFOLK, VA.

WILLIAM LAMB & CO.,
Ship  **Steamship Agents,**
 AND
 GENERAL COMMISSION MERCHANTS,
NORFOLK, VA.

BRANCH OFFICE, FORT MONROE, HAMPTON ROADS.

We use SCOTT'S CODE, edition of 1878, and ANGLO-AMERICAN STEAMSHIP CABLE CODE.



AGENTS OF
 ALLAN and NORTH GERMAN LLOYDS Steamship Lines.

Issuing Through Bills of Lading from Norfolk to
 LIVERPOOL, BREMEN, AND OTHER EUROPEAN PORTS.

GENERAL AGENTS

"LIVERPOOL, MEMPHIS AND NORFOLK STEAMSHIP LINE."

Consignment of First-class Freight Steamers solicited, to load upon this Line. Ships chartered from all ports of the United States.

COALING DEPOT.

Steamships consigned to us supplied with best Steam Coals, and quick dispatch in harbor or at Quarantine Station at lowest rates.

DISTRESSED VESSELS.—Consignments of distressed vessels solicited and satisfaction guaranteed.

MYERS & CO.,

ESTABLISHED 1786,

Steamship Agents, Ship Brokers
 AND
GENERAL COMMISSION MERCHANTS,
 NORFOLK, VA.

OFFICES, NORFOLK CITY AND HAMPTON ROADS, VA.

Vice Consulates of Great Britain Netherlands and Brazil.

Agents for Lloyd's, Liverpool, Glasgow, Italian, Dutch, French and Austrian Underwriters.

Cable Address, "MYERS," Norfolk.

STOVES AND TINWARE.

THE growth and development of the Stove and Tinware business, have of late years been most gratifying, and the houses at present engaged in it carry larger and more complete assortments than ever before. Like other trades, it has responded promptly to the demand for improved appliances for the promotion of luxury or comfort, and new designs in stoves, heaters, ranges and tin utensils, are constantly claiming meritorious positions in the long list already before the people.

The largest and best foundries in the United States send their products here, while the tin manufacturers of the country find Norfolk a strong drawer upon their productive resources. Passing almost any of the shops here one cannot fail to be impressed with the activity of the trade, as evidenced by the general stir of employees in the sales-rooms, and the din of the workingmen's hammers resounding from the upper stories of these large, and handsome buildings.

The business is represented by five firms, in excellent standing, and their capital is estimated to be between \$80,000 and \$100,000, besides a great many smaller ones of which no account is made.

The trade continues to increase, and the addition of improved facilities every season for manipulating it preclude a diminution in the future, while purchasers continue to realize the fact that prices, styles and terms are identical with those of other cities.

CITY STOVE HOUSE, ESTABLISHED 1838.

D. S. CHERRY & CO.,

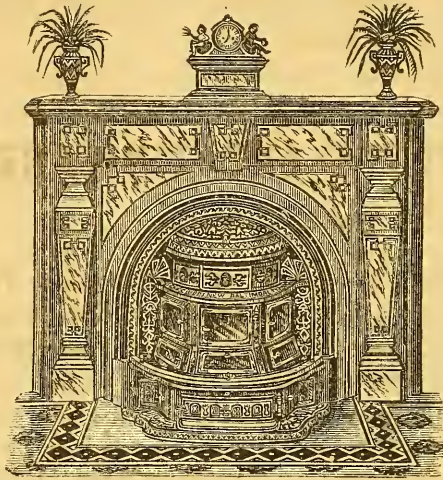
MANUFACTURERS OF AND JOBBERS IN

Stoves and Tin-ware,

Cor. Water Street and Roanoke Square.

**COOKING AND HEATING
STOVES.**

EMBRACING ALL THE LATEST AND MOST
IMPROVED PATTERNS, AT PRICES
BEYOND COMPETITION.



DONE IN THE MOST APPROVED STYLE AND
NONE BUT GOOD MATERIAL USED.

Roofing, Guttering
AND
SPOTTING

BOYNTON'S, BIBBS',

AND

GOLDEN SUN FIRE PLACE

HEATERS,

ON HAND,

PUT UP BY THOROUGHLY EXPERIENCED WORKMEN.

CALL AND EXAMINE OUR GOODS BEFORE
PURCHASING ELSEWHERE.

AT THE OLD STAND.

D. S. CHERRY & CO.,

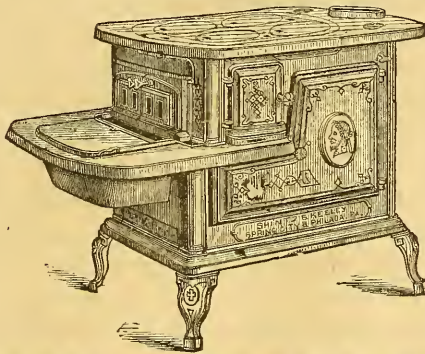
Cor. ROANOKE SQUARE AND WATER STREET NORFOLK. VA.

MAPP & CO.,

MANUFACTURERS OF AND DEALERS IN

Plain, Japanned and Stamped

TIN-WARE,



**STOVES, HEATERS,
RANGES, &c.**

Lamp & House-furnishing Goods,

METALLIC ROOFING,

PLUMBING AND GAS-FITTING.

106 Water St., N.W. Cor. Roanoke Sqr.,

NORFOLK, VA.

BOOTS AND SHOES.

THE Boot and Shoe Trade of Norfolk, is one of very great and yearly increasing importance. Low rates and superior shipping facilities between this city and Boston, have had an important bearing upon the growth and present prosperity of this trade, so much so, that houses here can and do compete with other markets in goods of Eastern manufacture. Southern and South-western buyers have begun to realize the fact, that prices here are in many instances identical with those at the factories, and often less, as our dealers buy in large quantities and when the market is dull, while the smaller dealer or the dealer farther South, does not make his purchases until the season has fully opened, and then in smaller quantities. Thus it is that Norfolk Boot and Shoe Houses obtain all the advantages offered by an advanced market, and can afford to extend more liberal terms to those who buy later and in smaller lots. We have here five wholesale houses, and about twelve retail, requiring a combined capital of nearly three hundred thousand dollars to conduct them. This amount is in continual activity, and manipulated by men of broad business ideas and sterling integrity—men who are intimately acquainted with the wants of the trade, and thoroughly understand their business in its most minute details. Their annual sales are large, and through the agency of a competent corps of travelling salesmen, many thousands of dollars worth of goods are bought by merchants in the South who rarely if ever visit the market.

While Norfolk's principal trade does not extend beyond the Carolinas, through this one branch her reputation has far exceeded the limits marked out by less enterprising and narrower-viewed dealers.

Bills bought here are guaranteed duplicates of regular Northern prices, and dealers are cordially invited to satisfy themselves by a personal examination.

SMITH N. BRICKHOUSE,

WHOLESALE

BOOTS AND SHOES,

Corner Water and Commerce Streets,

NORFOLK, VA.

WHITEHEAD, SON & CO.,
 WHOLESALE DEALERS IN
BOOTS and SHOES,
 Nos. 4 and 6 Market Square,
 NORFOLK, VA.

JOHN B. WHITEHEAD,
 H. C. WHITEHEAD,
 T. M. SAUNDERS,
 C. C. RICHARDSON.

MARKETS.

SITUATED in the centre of such a magnificent trucking or garden-
 ing region, it naturally follows that Norfolk Markets should
 contain every choice vegetable grown in this section—which they do—
 besides the finest fish, oysters and game that abound in tide-water
 Virginia.

We have now three large market houses, where every delicacy from the
 choicest South-west Virginia beef, to the luscious tropical fruits can be
 had.

Throughout the city are scattered stores denominated “green groceries,”
 which are supplied regularly by country wagons with fresh vegetables,
 poultry and meats.

CHAPEL STREET MARKET.

W. H. DAVIS,

DEALER IN

**Choice Family Groceries, Fruits,
 VEGETABLES, PROVISIONS, &c.**

No. 105 Chapel Street, Norfolk, Virginia.

C. W. WHITEHURST & CO.

**NEW YORK BUTTER AGENCY,
 AND**

PROVISION DEALERS,

No. 11 Commercial Row, Norfolk, Va.

Butter received direct from the DAIRIES.

We are agents for L. B. Darling's PIGS' FEET and TRIPE.

QUIMBY MARKET,

Cor. Church and Queen Sts.,

NORFOLK, VA.

This MARKET is conducted on the same principles as the City Market.
Everything in the way of

Meats, Fowls, Fish,
OYSTERS AND VEGETABLES,

Can be had FRESH and CHEAP, any hour in the day. In connection with the Market is a

First-Class
FAMILY GROCERY,

Where families can be supplied with everything needed and at

BOTTOM PRICES.

E. M. QUIMBY.

COTTON.---COMMISSION.

“**C**OTTON is King, and Norfolk is one of the King's best cards.”
She ranks to-day, third in the markets of America, and a most gratifying increase in her receipts is visible every year.

Savannah and New Orleans are the only two markets for this staple that exceed her in importance. She has attained her present proud position, not only through the instrumentality of her great NATURAL advantages, but through the activity and unquestioned stability of her commission houses, who have, in the control of extensive capital, now about two millions of dollars, devoted their best energies and business tact toward attracting the attention of producers and shippers to her vast and superior facilities for handling this King production of the soil.

Prior to, and indeed just after the late war, very little cotton sought Norfolk as a market; but when the current did set in, it swelled with unprecedented rapidity, until now the cotton business of Norfolk has assumed such immense proportions that it may be considered the cornerstone to her present fame and future greatness as a commercial city. Thousands of laborers find constant employment, and millions of dollars are yearly circulated in our midst. Three compress machines, with capacity for compressing about seven thousand bales per week each, are kept going night and day, Sunday excepted, and yet plenty of work can be had for two more. These machines reduce the bales to about one-third of their original size, enabling them to be more easily packed into the vessels awaiting them at the wharves.

A view of a section of the city's water front on page 47 presents a scene which can be witnessed at any time, during the season, of vessel loading for European markets.

In 1874, the “Norfolk and Portsmouth Cotton Exchange” was organized. The rooms are on Water street in the new and elegant warehouse recently erected by Messrs. Reynolds Bros., and are readily accessible to railroad depots and steamboat landings. These rooms are frequented by members who consult the various black-boards, upon which are chalked the prices, sales, &c., in the principal cotton centres of the world. The figures determined upon by authority of the Exchange by members in committee, are the only figures recognized by the “National Cotton Exchange.” The establishment of the Telephone Exchange has greatly facilitated the business of the Cotton Exchange,

and to a great extent superseded the old system of sending reports by carriers.

The following table shows the cotton receipts at Norfolk since 1858. Those covering the years from 1858 to 1870, are substantially correct, and were taken from records compiled by Messrs. C. W. Grandy & Sons, the Cotton Exchange possessing no official records prior to its organization in 1874:

Receipts each year of Cotton at this Port since 1858.

1858-'9 - - - 6,174 bales.	1870-'1 - - - 302,930 bales.
1859-'60 - - - 17,777 "	1871-'2 - - - 258,730 "
1860-'1 - - - 33,193 "	1872-'3 - - - 405,412 "
(War between the States).	1873-'4 - - - 472,446 "
1865-'6 - - - 59,096 "	1874-'5 - - - 392,235 "
1866-'7 - - - 126,287 "	1875-'6 - - - 470,098 "
1867-'8 - - - 155,591 "	1876-'7 - - - 509,671 "
1868-'9 - - - 164,789 "	1877-'8 - - - 429,207 "
1869-'70 - - - 178,352 "	1878-'9 - - - 443,285 "

Besides the commission houses and regular buyers for New England manufacturers, there are a number of representatives of English and Greek houses located in Norfolk.

The *Scientific American* indulges in the following figures concerning last year's crop, and which may be interesting to those who have little idea of the capital and labor employed, or the great bearing which the industry has upon commerce and trade generally:

"A crop of 5,000,000 bales, averaging three acres to produce a bale, would be 15,000,000 acres, at \$8 per acre, \$120,000,000. One mule or horse to 25 acres, 800,000 mules, at \$90, \$72,000,000. Implements, harness, etc., and machinery, \$50,000,000. Showing a permanent investment of \$242,000,000.

"Averaging three bales per hand would require 1,666,666 laborers, to feed and clothe which, for a year with their dependents, would average \$50 each, \$82,666,667. To feed team at \$40 per mule, 800,000 mules, \$32,000,000. Cost of bagging and ties at \$1.40 per bale, \$7,000,000. Cost of marketing crop at 1½ cents per pound would give \$25,000,000. Working capital, \$146,777,777. Average price expected for present crop, at 11 cents per pound, for 2,000,000,000, \$220,000,000.

Recapitulation: Now we have---permanent investment of planters, \$242,000,000; working capital, \$145,777,777. Total capital invested exclusively in cotton cultivation, this estimate being made for the share system and not for wages, \$388,777,777.

"Amount received for total crop, \$220,000,000, which is equally divided between the planters and laborers. Planters therefore receive \$110,000,000—from which deduct feed for team, \$32,000,000; half cost bagging and ties, \$3,500,000; half marketing crop as chargeable to planter, \$12,500,000; 20 per cent. in loss and decreased value of stock, \$14,400,000; 20 per cent. in loss and decreased implements and machinery, \$10,900,000---total \$72,400,000. Repairing fences, houses, etc., at 10 per cent. on permanent investment, \$12,000,000. Taxes on permanent investment, 3 per cent., \$7,200,000. Deduct these amounts from the planter's share of crop, \$110,000,000, which shows planter's profit on total investment for cotton alone is 4½

per cent., provided we get 11 cents for cotton, make 5,000,000 bales and the laborer pays his accounts in full. Laborers' share of crop, \$110,000,000; amount chargeable for food and clothes, \$82,666,667; showing a profit for the laborers of \$27,333,333.

"It will thus be observed that the laborer receives \$27,000,000 on investment on nothing but his muscle, while the planter receives \$18,000,000 on an investment of \$388,000,000 and his services.

"Now we will omit the details of the number of slices that are plucked by the wayside, and suppose our crop has reached the factory, simply saying that \$25,000,000 more has been added thereby to the price to be paid by the manufacturer since it landed at the seaport from the planter. Our 5,000,000 bales now begin to loom up and assume some importance, for they run 12,500,000 spindles, which require nearly \$1,000,000 in building, machinery and working capital, and employ 800,000 operatives and employes. The manufactured goods are sent to every part of the known world, creating a trade reciprocal business that can hardly be estimated, but without doing which, as can be easily seen, it will reach into the billions.

"You can form no estimate of the number of banks, insurance companies, and trades of all sorts that are sustained in all the ramifications of this immense traffic, to say nothing of the fact that it serves to establish the equilibrium of the world's exchange and gives to the United States the balance of trade. Of course it can only be question of time when the South will manufacture nearly if not all the cotton it raises. Circumstances may delay it, and we may not live to see it, but it will come."

About 1748, seven bags of cotton, valued at 3£. 11s. 5d. per bag, were exported from Charleston, South Carolina, but it was not positively known to have been of native growth, although the founders of Georgia designed that it should be the principal product of that State, and in 1734, a gentleman sent a few seed to the trustees. In 1790, seed sold in Charleston for three shillings per pound and cotton was worth from 90 cents to \$2.00 per pound. Gins were invented in 1742, improved by different people in 1772, 1788, 1790; but Elias Whitney was the first patentee—1794. In 1788, a resident of Georgia stated in a letter to a friend in Philadelphia, that he had heard of a machine that would gin from 30 to 40 pounds of cotton per day and requested that one be bought and sent him without regard to cost.

Only 3 bales of cotton were shipped from New York, 4 from Maryland and Virginia and *three barrels* from North Carolina, to Liverpool in 1770, and from 1785 to 1790, 216,150 pounds were exported from the United States. South Carolina exported over a million dollars worth in 1795, the total product of the country being 8,000,000 pounds, and in 1801, 48,000,000.

A glance at the table under head of exports from 1870 to 1879, page 96, will convince the reader of Norfolk's wonderful growth as a cotton market and export city. In 1870 she exported cotton valued at \$675,876.00, and in 1879, \$11,778,181. In November 1878, \$1,606,574 worth of cotton went direct to Europe from here, and in November 1879, the exports reached \$3,059,654, being nearly double that of 1878. These figures do not include shipments made by through bills of lading issued by the different steamship lines and entered upon the Custom House books of Baltimore and New York.

**TREDWELL, MALLORY & KING,
COTTON FACTORS,
NORFOLK, VA.**

LIBERAL ADVANCES MADE ON CONSIGNMENTS.

REFER TO EXCHANGE NATIONAL BANK.

DOBIE & COOKE,
Commission Merchants,
No. 104 WATER STREET,
NORFOLK, VA.

S. S. GRESHAM.

S. S. GRESHAM, Jr.

S. S. GRESHAM & SON,
General Commission Merchants,
AND
WHOLESALE PROVISION DEALERS,
No. 94 Water Street, Norfolk, Va.

Solicit consignments of all kinds of Country Produce. Will make liberal advances upon all consignments and guarantee full market prices.

We refer to all our Wholesale Merchants and to the Exchange National Bank, of Norfolk, Va.

J. W. PERRY,
Successor to McGLAUHON & PERRY,
COTTON FACTOR
AND
General Commission Merchant,
Tunis' Warehouse and Wharf,
NORFOLK, VA.

CONSIGNMENTS SOLICITED.

S. F. PEARCE.

W. F. ALLEN.

J. T. BORUM.

PEARCE, ALLEN & BORUM,
COTTON FACTORS,
 AND
General Commission Merchants,
 20 & 22 COMMERCE ST., NORFOLK, VA.

Special Attention to sale of Cotton, Grain, Lumber, Peanuts, Peas, and
 all Country Products.

WM. S. FRANCIS. **FRANCIS & BROTHER,** A. J. FRANCIS.

Cotton Factors and Commission Merchants,
TOWN POINT, NORFOLK, VA.

Solicit Consignments of Cotton, Peanuts, &c. Cash orders for Supplies promptly
 filled. Bagging and Ties at Lowest Market Prices.

HOUSE ESTABLISHED 1831.

KADER BIGGS & CO..
General Commission Merchants and Cotton Factors,
BIGGS' WHARF, NORFOLK, VA.

LIBERAL CASH ADVANCES ON CONSIGNMENTS. PROMPT SALES AND RETURNS
 UNLESS OTHERWISE INSTRUCTED. PRODUCE HELD IF DESIRED.
 SPECIAL ATTENTION PAID to the Sale of COTTON and all kinds of COUNTRY PRODUCE.
 Bagging and Ties Furnished on Liberal Terms. Consignments Respectfully Solicited

HATS AND CAPS AND FURS

ALTHOUGH competition in this department of the jobbing trade of Norfolk is not so great as in others, it is a fairly active one, and extends over a large region of country. The houses here keep their salesmen out on the road nearly the whole year around, and while the business, viewed locally, is comparatively insignificant, it foots up into a large amount of dollars and cents. Every facility, advantageous to the trade, is enjoyed by our dealers, and their stocks are as full and complete as possible, so that they encounter no difficulty in suiting the tastes of all sections, upon terms as reasonable as any.

Many improvements and a great deal of progress has been made in the Hat, Cap and Fur business of the city; larger stocks, more complete stores, and an air of the most gratifying prosperity greet an observer, and its rapid growth more forcibly impresses those whose acquaintance with the trade extends back a few years. The most fashionable styles are displayed in well arranged windows that line the principal business streets of the city.

BOTTOM PRICES
FOR
HATS, CAPS, FURS,
UMBRELLAS, CANES AND GLOVES,
-AT-
WM. STEVENS, "THE HATTER," 167 MAIN STREET,
NORFOLK, VA.

BAKERIES.

NORFOLK supplies not only the "staff of life" but the choicest kind of nic-nacs, to sections not alone near by, but to many very remote. The products of her Bakeries can be found in almost any part, and upon the shelves or behind the counters of our merchants; these products ranging from the ordinary "medford," to the delicious and beautifully frosted wedding cakes.

Progress is no more apparent in any industry than in this, and the many improvements recently made will justify that belief. Machinery, buildings, and every improved device has been added from time to time to make the industry one of the foremost in completeness in the city.

That success has attended the efforts of our bakers, can best be attested by the fact that they work day and night forces, one relay of workmen relieving the other at 6 o'clock p.m. each day, and fires are kept up from early Monday morning until mid-night Saturday. As another evidence of the solid growth of this business, it may be well to mention that no failures have occurred, and those who commenced with limited capital and meagre facilities have continually enlarged their sphere of operations until they have put themselves into competition with the oldest and wealthiest establishments.

Materials used in the prosecution of this business are bought from local dealers, and the fine quality, coupled with prices comparable with fairness, induces our jobbers to handle Norfolk made goods in preference to those of other cities. Thus it is, that one branch operates to the benefit of many others, and the spirit of "home patronage" is more strongly defined in this than any other trade.

Nine Bakeries running here are estimated to employ \$95,000 capital, exclusive of amounts invested in real estate.

JAMES REID.

C. C. REID.

W. T. NIMMO.

NORFOLK STEAM BAKERY,

ESTABLISHED 1856.

JAMES REID & CO.,

Manufacturers of all kinds of Superior Excelsior

American Biscuits,

BREAD, CAKES, CRACKERS, &c.

No. 87 Main Street,

NORFOLK, VIRGINIA.

Factory, Holt's Lane and Elizabeth Street.

N. B. Parties ordering their goods through their COMMISSION MERCHANTS, will get them at FACTORY PRICES.

HARDWARE.

THE trade in Hardware takes its position amongst the most reliable and important in the country, and it is peculiarly a staple one. The various articles of manufacture upon which it is based are of positive use and enter into the daily necessities of the people.

While New York has always been regarded as the distributing centre for hardware, especially imported goods, this city enjoys a local traffic of no small value or importance, and it is a well established fact that prices here are identical with those of Philadelphia or the former great city. Norfolk's connections with foreign and coastwise ports by steamships and sailing vessels of every conceivable character and capacity, have materially aided in rendering her an important point of entry for all classes of foreign goods, particularly hardware. Shipments are made from here, to dealers throughout the South and Southwest, and the number of new establishments and branches of old ones, is conclusive evidence of the prosperity and growth of the trade. The firms engaged in the business do most of their own importing, and the fact exists, without doubt, that they can and do sell as cheaply as any first-class dealers in the country, and every merchant in the district around Norfolk will sooner or later realize that he can do as well here as in any other city. About two hundred thousand dollars capital is distributed between six wholesale houses here. They are managed by gentlemen of eminent social and commercial worth.

TAYLOR, ELLIOTT & WATTERS,
ENGLISH, GERMAN AND AMERICAN

HARDWARE,

Cor. Main Street and Market Square,
NORFOLK, VA.

FLOUR, FEED AND GRAIN.

THE fact that Norfolk is every day becoming more important as a manufacturing centre, is fully demonstrated by the growth of this business.

A few years ago one mill satisfied the demand for home consumption, but at present there are three, supplied with every improved piece of machinery known in the milling business. The different brands of flour manufactured are first-class, and wherever introduced maintain their reputation for excellence.

Prior to the war Norfolk was one of the principal corn markets of the country, being the shipping point for North Carolina and Eastern Virginia, and farmers enjoyed great advantages over those of the West in transportation facilities. During the war the best grain producing lands in the two States were neglected, and have never been restored to their former fertility. Norfolk has, however, made some progress toward regaining her eminence in this trade, and she annually exports large quantities of both wheat and corn.

Since 1870, when the corn trade of Norfolk had gotten to about its lowest ebb, and when only \$760 worth was shipped direct to Europe, it has gradually improved, and from that year until December 31st, 1879, the exports amounted to \$958,382. Since the consolidation of the roads now constituting the A., M. & O. Road, Western grain has been received here in quantities showing a gratifying increase every year, and it is anticipated that these receipts will be still further augmented by the connection recently made by that road with the Cincinnati Southern. The short link between Huntington, West Virginia, and Lexington, Kentucky, being built by the Chesapeake and Ohio Railroad Company, and the proposed extension from Richmond to Norfolk, will give us an all rail route between Norfolk and the great grain growing region of the North-west.

The expediency of establishing elevators in this port has been canvassed somewhat, and although the idea has never been practically applied, except in a meagre way, it is generally conceded that such an enterprise would prove profitable to investors, beneficial to the market, and further induce the products of the vast plains of the West to find at Norfolk their most accessible spot for shipment on this coast. When the connections referred to are in good operating condition, necessity will force the erection of these elevators.

E. M. GOODRIDGE.

GOODRIDGE, FIELD & CO.,

C. A. FIELD.

**COMMISSION MERCHANTS,
No. 22 Roanoke Dock, Norfolk, Va.**

We make **Flour and Grain specialties**, but also give personal attention to all consignments. Having first-class storage facilities, we are prepared to take goods entrusted to our care at very low rates. Correspondence, as to values in either buying or selling (especially of Breadstuffs) solicited, to which prompt attention will be given.

Our **Flour and Grain Brokerage Department** is under special care of one of the firm. An experience of twelve years in the above specialties, justifies the opinion of our being able to be of service to any having business in that line in this market.

We respectfully refer to Hon. John B. Whitehead, Prest. Ex. Nat. Bank; P. A. Wiley, Esq., Cashier Citizens' Nat. Bank, Raleigh, N. C.; Col. Walter H. Taylor, Prest. Marine Bank; Mess. Seevers & Anderson, Baltimore; Mess. Rogers & Pendleton, N. Y.

EVANS & BURWELL,

DEALERS IN

FLOUR, GRAIN, & C.,

GENERAL AGENTS

"STANDARD FERTILIZER COMPANY,"*No. 24 Roanoke Square,***NORFOLK, VA.****BOOKS AND STATIONERY.**

AMONG the many interests that have kept pace with the progressive step of the day, and with the improvements in every branch of our city's trade, that of Books and Stationery deserves honorable mention.

The increase in numbers of stores and apparent success achieved by each firm engaged in the business, indicates in a measure, the advanced literary culture of our people, and their demand for well selected stocks of School, Law, Medical, Agricultural, Theological, Scientific and Miscellaneous Books, as well as their appreciation of choice American and Foreign Literature. For well selected assortments and handsomely arranged stocks of Books, Stationery and Fancy Articles, usually found in well kept establishments, Norfolk can claim inferiority to none, and indeed, she can boast superiority over almost any city of her size in the country. Her progress in this special branch is more remarkable in view of the fact that since the organization of the Norfolk Library Association, a large patronage by general readers has been drawn from our stores to the well filled shelves and comfortable rooms in the Association's building, corner Bank and Charlotte streets.

C. HALL WINDSOR,
 No. 3 Bank Street,
 NORFOLK, VA.

FINE STATIONERY!

The finest and most complete assortment in the City.

BLANK BOOKS!

From the smallest Pocket Memorandum to the largest

Full Bound Russia Ends & Bands.

I N K S!

School and House Sizes ; the Best Makes.

P E N S!

All Styles and Qualities.

Agent for Foley's Gold Pens.

BIBLES,

SCHOOL BOOKS,

MISCELLANEOUS LITERATURE TO ORDER ONLY,

ARTISTS' MATERIALS,

MATHEMATICAL INSTRUMENTS.

The best quality of goods for

Ladies', Merchants, Bankers or Students,

C. HALL WINDSOR,

No. 5 Bank Street.

INSURANCE.

INSURANCE dates back so remotely that it is impossible to tell by whom it was originally instituted. Marine Insurance, however, became a regular business in 1794 or '95, when the first companies were organized. In England, during the preceding years, when a merchant desired to insure a vessel or cargo, it was the custom for the party soliciting the insurance to post in a conspicuous place the name, character and destination of the vessel, and capitalists, who desired to take the risk, would write their names under the advertisement, together with the amounts they were willing to venture, thus originated the term "Underwriters."

The establishment of large corporations, having immense capital, and a management of recognized ability and judgment, which, through a series of years declared large dividends, led to the inauguration of many enterprises of like character; a few succeeded in securing a permanent footing while others were short-lived and early bankrupted. So intimately associated with mercantile pursuits of every kind has the business of Insurance become, that no prudent, cautious merchant will omit the premium necessary to secure a policy of sufficient amount to insure him against serious loss by fire, from his annual estimate of expenses. If he thinks the profits of his business will not afford the payment of premiums, he has no right to enter into such a business, for unless he possesses large capital, part of his losses, should any occur, are bound to fall upon his creditors. Frequently men of fair business ideas upon general subjects, who control vast enterprises and live in luxury, upon the profits therefrom, but who do not appreciate the benefits of the protection offered by our solid Insurance Companies, are, through the carelessness of an employee or by the incendiary's torch, reduced to almost absolute poverty, within the twelve hours between sunset and its rise.

Life Insurance offers incalculable advantages to those, who by reason of expensive families, large dependences or extravagant tastes, cannot put aside a portion of their incomes. A small amount paid for premiums upon such a policy will scarcely be missed, and yet it provides for one's family, satisfies creditors and leaves one's estate unembarrassed in the event of death. In placing insurance, these important considerations present themselves: Is the company a solvent one, and does it cancel its policies promptly, or after a long course of litigation, and is the agent reliable?

The various branches of Insurance, whether Fire, Life or Marine, are well represented in Norfolk, if the highly honorable names and distinguished social and mercantile positions of some of the agents are calculated to create such an opinion.

The different companies now doing business in Norfolk, have always adjusted their losses promptly, and very rarely does it require the intervention of our courts to obtain an equitable settlement between policy holders and the companies. There is only one strictly local company in Norfolk, but it is directed by the best business talent in the State, and has, since its incipiency, met with most gratifying success, satisfactory to its patrons and profitable to its projectors.

JAMES L. CORLEY,

Fire, Life and Marine Insurance Agent,

128 MAIN STREET, NORFOLK, VA.

REPRESENTS

The British America Fire Insurance Co.
The Connecticut Fire Insurance Co.
The Watertown Fire Insurance Co.
The Washington Life Insurance Co.

The Royal Fire Insurance Co.
The Imperial and Northern Fire Insurance Co.
The London and Lancashire Fire Insurance Co.
The Westchester Fire Insurance Co.

Assets Represented over Seventy-Five Millions.

Prompt Attention to Business. Fair Rates. Good Companies.

C. A. RICHARDSON, Solicitor.

SEABOARD

INSURANCE COMPANY

OF NORFOLK, VA.

Cash Capital and Assets, \$171,709.69

DIRECTORS:

W. H. TAYLOR,
CHARLES REID,
W. H. PETERS,
L. HARMANSON,
E. A. HATTON,

C. B. DUFFIELD,
W. W. GWATHMEY,
W. A. S. TAYLOR,
L. R. WATTS,
DR. H. M. NASH,

WM. H. BURROUGHS,
J. T. BORUM,
WM. H. WHITE,
RICH'D H. BAKER,
GEORGE M'INTOSH.

W. H. TAYLOR, President.

W. TALBOT WALKE, Secretary.

WALKE & SON,
Fire and Marine
INSURANCE AGENTS,
UNDER ATLANTIC HOTEL.
NORFOLK, VA.

A. M. VAUCHAN & SON,
General Insurance Agents and Brokers,
No. 96 MAIN STREET.

We furnish the best Foreign and Domestic Insurance, Fire, Life, and Marine, at current rates.

DAVID HUMPHREYS,
Real Estate and Insurance Agent,
SIXTY-ONE MILLIONS ASSETS REPRESENTED.

POST OFFICE Box, 625.

NORFOLK, VA.

REAL ESTATE.

WITH an increase of trade comes the demand for an increase in facilities for its management, and the real estate interest dependent largely upon the business prosperity of the city, has not been slow to respond to the requirements of the day. Old, dilapidated buildings have been superseded by handsome warehouses, constructed, not only with a view to their internal fitness for business, but to their durability and general outward beauty of finish. Many valuable sites now occupied by handsome iron front and press brick stores have been so greatly improved that they are almost unrecognizable, except with those who have witnessed the changes as they gradually occurred.

In the past four years about 500 buildings have been erected at a cost of over half a million of dollars, and each year the spirit of improvement takes more tangible shape.

Like everything else real estate in Norfolk suffered in consequence of the depression and depreciation in values of every character during the past few years, but now that the revival is at hand it will rise with like sympathetic velocity and exceed in ready value all estimates heretofore put upon it.

In residences, the tenement system of building has been adopted and found popular with tenants and profitable to owners.

The Assessor's books show the assessments since 1877 to have been :

1877	Buildings and Lots	-	-	-	\$8,576,130.00
1878	" " "	-	-	-	8,703,895.50
1879	" " "	-	-	-	8,775,416.00

Since this last assessment many thoroughfares have been repaired with Belgian blocks and rendered more desirable, increasing the market value of the property situated along them, and, although the assessment for 1880 will probably fall below that of 1879, the reduction will not be very great.

Along the water fronts, where the receding tide formerly left the river bed exposed, the most commodious wharves have been built, and the property in their vicinity doubled in value.

In the county, property has greatly declined in value, some of the finest truck farms, in the most improved condition, are offered at very little beyond the cost of their improvements, in the way of outbuildings, enclosures, &c. Norfolk county property is assessed at \$3,370,000, in round numbers. In the absence of a Real Estate Exchange it is a difficult matter to obtain reliable data as to the transactions in this line, for any given period, but suffice to say that they are large and frequent, and the majority of sales have been effected by the different auction houses in the city, who issue exhaustive circulars upon the subject, explaining the situation, character and price of the property booked by them as in the market.

JAS. V. LEIGH.

GEORGE W. GORDAN.

LEIGH, BROS. & PHELPS,

GENERAL

Auctioneers and Real Estate Agents,

112 MAIN STREET, NORFOLK, VA.

Parties desiring to purchase or sell City and County Property, are invited to examine our lists.

WINES AND LIQUORS.

THIS trade is divided between five well to do wholesale houses, with between one hundred and one hundred and twenty five thousand dollars capital. Of course, the amount annually sold, and which is large, does not enter wholly into the retail business of the city, but is shipped to the different markets contiguous to Norfolk. Besides the receipts at this port of imported liquors, including French and German wines, and all classes of fermented liquors, the Bourbon and Corn Whiskies of the West constitute a large portion of the stock in store. Since the war, however, grades of Eastern made Rye have largely superseded the excellent Kentucky distilled whiskies, in the public taste, and every year the preponderance of demand is in favor of the former.

In the adjoining State of North Carolina, where extensive orchards yield their abundance for conversion into Brandy, many gallons are distilled every season, and yet the mountain distilleries of Virginia while keeping up their regular contributions to the home trade, send their choice "Dews" to satisfy the cultivated tastes of our neighbors.

The wholesale liquor dealers of Norfolk have acquired a reputation with the trade not easily destroyed, and it serves them well in securing first-class customers wherever their goods are offered for sale, as well as to retain customers who have been dealing with them for years.

S. W. SELDNER,
Wholesale Liquor Dealer,
 21 ROANOKE SQUARE, NORFOLK, VA.

☞ All orders promptly attended to. Satisfaction guaranteed. ☞

JOHN VERMILLION,
 IMPORTER OF
Wines, Cigars, Porter, Ale, &c.
 No. 4 ATLANTIC HOTEL, NORFOLK, VA.

H. R. WOODIS,
 DEALER IN
Fine Wines, Liquors and Cigars,
 CONDIMENTS, &c.
 No. 8 BANK STREET, NORFOLK, VA.

NORFOLK DEPOT OF THE ALEXANDRIA BREWERY.

ROBERT PORTNER'S*Idoli Lager Beer,*

Brewed expressly for Export and Family Use, in Kegs and Bottles, in all styles, convenient for Shipping or Home use.

No. 83 Main Street, Norfolk, Va.

CLUB HOUSE!

44 and 46 BANK STREET,

KEATING & BALDWIN.

Lynnhaven Oysters and Game of all kinds in season. Boarding and lodging at moderate rates. Also Ladies' Dining Rooms.

JOSEPH KLEPPER'S**Orchestrion Hall, Summer Garden**

AND

BILLIARD ROOMS,

143 and 145 Church Street, (Oppo. Opera House).

Daily Orchestrion Concerts, from 4 to 5 p. m., and 7 to 12 evenings. A great novelty! A full Brass Band, with select music. The best place in the city to spend a pleasant time. A respected public invited.

JOSEPH KLEPPER.

CLOTHING AND GENT'S FURNISHINGS.

FEW cities outside of the great centres can compare with Norfolk in the elegance of her clothing stores and the select quality of the goods which are displayed by her dealers.

The spirit of improvement has been caught up by these merchants, rusty establishments and ill assorted stocks have been superseded by magnificent buildings and such a fine line of goods as would do credit to the wealthiest and most prosperous city in the Union. One house took the initiative in the way of a general improvement and the balance followed, until our principal thoroughfare will scarcely be recognized by people who make only periodical visits to the city, and are not here to witness these improvements as they progress. A great deal of money has been thus made to contribute to the artistic attractions of the city, and finer, larger stocks are necessary in order to be in keeping with interior decorations and increased capacity of these houses.


It is understood that in New York and other larger cities, stocks are larger and capital employed greater than in cities the size of Norfolk, but it is also understood that these stocks are not specially adopted to any particular section or climate and were prepared to supply any market, while the goods brought here by our jobbers and retailers are designed especially for this section of country; those of our jobbers who manufacture their goods receive advance plates, and when the prevailing styles have been announced they will have been found to have anticipated them and ready to supply the trade with goods of the most fashionable design. Their cloths are generally bought direct from the mills, except the imported goods, which are received through importers.

With an aggregate capital of one hundred and eighty thousand dollars the immense business is carried on by five clothing houses, who have a merchant tailoring department, and twenty firms doing exclusively the latter branch of the business. Many of these establishments are conducted by men who have had practical experience in every department of the business, are thorough artists in their line and occupy responsible positions in mercantile circles. As a class they do a good business—a business that increases yearly.

C. T. & L. W. Jordan,

DEALERS IN

MEN'S YOUTHS' AND BOYS'

Fine, Medium  Low-Grade Clothing

AND

GENTS' FURNISHING GOODS, &C.

No. 124 Main Street, Norfolk, Va.

Suits made to order from JESSUP & CO.'S and DEVLIN & CO.'S Samples. First-class work and satisfaction guaranteed.

A fine assortment of FISK, CLARK & FLAGG'S Kid Gloves and Neck Wear.

We carry the largest and most select stock of MEN'S FURNISHING GOODS in the city.

Orders by mail receive prompt attention.

JOS. SALOMONSKY.

M. E. MYERS.

SALOMONSKY & CO.,
Merchant Tailors,
 WEST END, UNDER ATLANTIC HOTEL,
NORFOLK, VA.

 AGENTS FOR THE CELEBRATED

True Fit Shirt, Patent Pantaloon Drawers,
 AND
 RUSSIAN BRACES,
Fine Neck Wear and Underwear,
SMOKING JACKETS, ROBES d'CHAMBER,

And all styles of garments for gentlemen, made to order.

Naval Trimmings a Specialty.

MARBLE YARDS.

VERY striking is the contrast between the highly artistic forms produced in marble now, and the rude, roughly finished work of a few years back. In cemeteries, art galleries or in cities, where magnificent buildings have superseded the old style of architecture, tall, graceful columns support the splendid creations of the marble cutters genius. "God's Acre," through brown stone and granite of rare hue, has often been rendered beautiful and inviting to the visitor, who would otherwise shun localities calculated to engender thoughts sepulchral. Lovers of the beautiful, admirers of art, and persons of æsthetic taste or culture, seek these cities of the dead to feast their eyes upon the avenues of splendid monuments or mausoleums of varied design and surpassing finish. In the construction of our homes, marble enters largely, and if in the outward finish that material is not used, it is sure to find room in the well finished interior, in the way of furniture, mantels, fireplaces, or statuary.

The marble yards of Norfolk contain handsome specimens of work and every grade of material, from the finest Italian marble to the best Virginia granite; the latter being of acknowledged superiority for base or rough work. Here the best and most skilful workmen find steady employment at good wages.

MARBLE WORKS!

JOHN P. HALL,

13 CHAPEL STREET, next to Cor. MAIN ST.
NORFOLK, VA.

MONUMENTS, HEADSTONES AND CEMETERY ENCLOSURES.

All classes of work executed in the best style and at lowest prices. All kinds of Stone Work done.

MANTELS FURNISHED AT MANUFACTURERS' PRICES.

Estimates cheerfully given, Designs furnished, and satisfaction guaranteed.

TOBACCO AND CIGARS.

THE pre-eminent position which Virginia holds as a Tobacco manufacturing district, and the world-wide fame which she has acquired in the growth and subsequent preparation of the weed, is shared, in a great measure, by Norfolk, from the fact that situated so closely to the points of production and manufacture, she handles great quantities of it and every fibre of her "body commerce" experiences the thrill of commercial activity which is occasioned by the extensive business done by her merchants in this staple. Nearly all the factories in Virginia have their agencies here, and thus located, Norfolk commands an immense portion of the trade, and is destined to become the great shipping point for foreign markets. The firms here engaged are wealthy and are composed of our most enterprising business men, who are ever ready to push trade to its extreme limits. Their stocks are large and require the investment of nearly four hundred thousand dollars, exclusive of retailers, who number about 20, and who alone employ between fifty and sixty thousand dollars.

Recently the manufacture of cigars has become an industry of no mean proportions, where a few years ago three factories supplied this section with goods of local manufacture, it now requires eleven. Many of them employ women, whose deft fingers are kept going from early morn until late at night, in order to keep up with increasing orders. With the exception of imported cigars, the Norfolk factories supply our dealers, and with the country trade a large and profitable business is done, the superior quality of these goods having gained for them great popularity.

Annual sales of Tobacco and Cigars in Norfolk reach nearly half a million of dollars.

Excelsior Cigar Factory,

No. 37 MARKET SQUARE, (Up Stairs,
NORFOLK, VA.

The celebrated **EXCELSIOR**, **TRABUKO**, and other choice brands of Cigars manufactured to order, and kept on hand. Address,

L. R. KILBY, P. O. Box, 487, NORFOLK, VA.

DRY GOODS AND NOTIONS.

THE Dry Goods and Notion trade of Norfolk is one of the largest contributors to its general advancement as a market, and each season adds to its importance and strength. This department is in the hands of men who are amongst our most highly esteemed and responsible citizens, who have been thoroughly educated to their particular calling and who have met success through the exercise of mature judgment and a life-long experience in the business. Their stocks embrace all classes of goods, from the lowest grade of American to the finest English fabrics, and their warehouses are classed with the handsomest and most capacious in the city. The interest being a large one, it necessitates the employment of large capital, aggregating a half million dollars. Capital, competition and an intelligent understanding of the business have all conspired to render Norfolk a superior point of supply for Southern markets, to other and less favored Southern cities. The shrewdest, closest buyers have tried other markets without advantage over Norfolk, either in prices or terms. Possessed of ample means, our firms have never failed to take advantage of a depressed market to fill their stores, but with a keen appreciation of the benefits accruing from ideas, in pace with the requirements of the day, avail themselves of every decline, and in every instance they guarantee to duplicate Northern prices. Taken as a class, no other branch of business in Norfolk can boast of representatives, whose sense of justice, or ready adaptability to the wants of trade are more widely known or appreciated, than this. Their success in the past, their able management of some of our most gigantic enterprises attest this fact—they win trade and keep it.

The retail trade here is truly immense and requires a host of salesmen and saleswomen to manage it.

CORPREW & HUNTER,

42 and 44 Commerce Street,

NORFOLK, VA.

WHOLESALE DEALERS IN

FOREIGN AND DOMESTIC

DRY GOODS

AND

NOTIONS,

THE LARGEST NOTION DEPARTMENT

IN THE STATE, AND WE MAKE A SPECIALTY OF IT.

Our entire stock is strictly adapted to the wants of

SOUTHERN MERCHANTS.

WE GUARANTEE PRICES

To Duplicate those of other Markets.

THE VERDICT OF THE PEOPLE IS THAT IT
PAYS TO CALL EARLY AT

BELL'S NEW YORK CASH STORE,

The acknowledged Headquarters for Genuine Bargains in

Dry Goods, Notions, Hats, Caps,

BOOTS, SHOES AND CLOTHING,

Specialties in Fine Jewelry and Silver-Plated Ware.

161 and 163 MAIN STREET, NORFOLK, VA.

DRUGS, PAINTS AND OILS.

WHILE the Drug, Paint and Oil business of Norfolk cannot be classed with the largest, it is, nevertheless, in the hands of men who are possessed of broad, comprehensive business ideas, ample means and a goodly proportion of public enterprise and individual energy. Some of these firms have been in business activity, half a century, and after avoiding the many financial troubles which have swept like devastating cyclones over the country during that time, are to-day standing monuments to conservatism and business acumen.

A visit to any of the wholesale establishments of the city will convince the most skeptical that the business is being vigorously pushed forward to greater proportions and a wider and more active field of operations. Its conduct requires an experienced, steady, large and thoroughly competent force. The stocks, in some respects pleasing to sight, are extensive, and are kept in large, well-arranged warehouses; indeed a number of them will compare with any in the South, and in point of handsome and valuable stores they are superior to those of any Southern city, having even twice the population of Norfolk.

Everything conduces to the opinion that this arm of Norfolk's business is on a most substantial and profitable basis. This city is a great shipping point for immense quantities of indigeneous roots and herbs, possessing chemical properties, and which are gathered in the rural districts of Eastern Virginia and North Carolina. Including retail stores, there are thirteen in the city, and their consolidated capital is reliably estimated at one hundred and fifty thousand dollars.

The jobbing trade is done principally with Virginia and North Carolina, the market affording many advantages over those more remote, prices being identical.

JOHN W. BURROW,
Wholesale Druggist,

No. 142 MAIN STREET,
NORFOLK, VA.

OFFERS TO THE TRADE

DRUGS, MEDICINES,
 Chemicals, Paints, Oils, Window-Glass,
 PERFUMERY, PHOTOGRAPHIC CHEMICALS,
Homeopathic Remedies, Patent Medicines,
SPICES, &c.,

And a full stock of everything in the Drug Line.

DEALER IN

Fine Imported Liquors,
CHAMPAGNES, WINES & BRANDIES,

OLD RYE WHISKIES, and fine Domestic Liquors of all kinds.

CHOICE GRADES OF

Gunpowder, Oolong, Japan, English Breakfast

AND

IMPERIAL TEAS.

Druggists, Physicians, and Country Merchants, may rely upon the prompt execution of their orders for Goods in quantity, pertaining to every branch of the Drug Business. My Stock is as large and complete as any in the State, and respectfully solicit your orders for goods or for specified quotations.

JOHN W. BURROW.

WALKE & WILLIAMS,
DEALERS IN
Drugs, Paints, Oils, &c.,
COR. WATER ST. & ROANOKE SQ.
NORFOLK, VA.

M. A. & C. A. SANTOS,
Wholesale Druggists,

AND DEALERS IN PAINTS, OILS AND WINDOW GLASS,
 Atlantic Block, 118 Main St., and 1, 2 and 5 Atlantic St., Norfolk, Va.

COAL AND WOOD.

AN observer cannot fail to be impressed with a favorable opinion of our coal and wood trade by a visit to almost any of the innumerable wharves on the immense water front of Norfolk.

This coal, brought from the inexhaustible beds of West Virginia, Pennsylvania or Maryland, in car load or cargo quantities—shipped to order or brought as ballast—is not only for local use, but supplies the motive power by which our largest vessels plough the Atlantic, Chesapeake Bay or the numerous rivers that find their way to the Elizabeth. This is a great shipping port for coal to be delivered at points on rivers tributary to the Elizabeth River, and the demand is considerably augmented by vessels from other ports, putting in here to coal up.

From along the line of the Chesapeake and Ohio Railroad quantities of coal are deposited on our water courses to be transported thence by barges or sailing vessels, and the rich coal regions of Pennsylvania and Maryland contribute in a similar way to the stocks usually found in the coal yards of Norfolk.

At all seasons of the year our wood docks also present a very animated appearance, filled as they are with lighters loaded to their utmost capacity with wood from Eastern Virginia and Carolina. Around these docks congregate draymen and sawyers, ready, like the hack driver or hotel

drummer, to grab you upon the slightest intimation from you that you propose patronizing a dealer in their line.

With few exceptions, a coal yard is also a wood yard, and a great many of them are fitted up with machinery for cutting and splitting wood any desired size. Nearly one hundred thousand dollars is invested in the coal and wood business, and this amount is kept in active operation by an active, enterprising set of men, who have contributed largely to the prosperity and present commercial high standing of the city.

T. J. NOTTINGHAM.

W. A. WRENN.

NOTTINGHAM & WRENN,

WHOLESALE AND RETAIL DEALERS IN

ICE, COAL and WOOD,

Nottingham & Wrenn's Wharf, Atlantic City,

And Nos. 6 & 7 Campbell's Wharf, Norfolk, Va.

G. W. TAYLOR & CO.,

DEALERS IN ALL KINDS OF

Anthracite and Bituminous COAL,

BOSTON WHARF, NORFOLK, VA.

We make a specialty of STEAMBOAT COAL, and control superior facilities for supplying it in quality and quantity.

McBLAIR & CO.,

Wholesale and Retail Dealers in all kinds of

Egg, Stove, Chestnut, Foundry, AND BLACKSMITH COAL,

Office and Yard, Myers' Wharf, (next to County Ferry), Portsmouth, Va.

Orders by mail for any quantity filled promptly. Coal delivered to any part of Norfolk or Portsmouth at lowest rates.

☛ Office connected by Telephone.

A. A. McCULLOUGH,
Manufacturer & Dealer in Lumber and Timber,
ALSO A LARGE STOCK OF COAL OF ALL KINDS,
Water Street, Norfolk, Va.

CHINA AND GLASSWARE.

OF all the articles for ornamentation or practical use, that admit of general use, either in social or business life, none figure more conspicuously than those coming under the very comprehensive heading of Crockery and Glassware; in fact its uses are so varied and its destruction so easy and frequent, that its plentifulness and cheapness are matters of no little importance to both dealer and consumer. Although the manufacture of crockery or glassware is unknown in Norfolk, she claims superior facilities, both in her proximity to mammoth establishments of this character, and transportation over most inland towns, in handling foreign and American goods. With daily lines of steamers and innumerable sailing vessels plying between this and Northern ports, vessels of huge dimensions crossing and recrossing the broad Atlantic, making this city, Havre and Liverpool their terminal points, dealers here enjoy the advantages of exceedingly low rates for transportation, and are enabled to import their own goods *direct*, thus saving for themselves and their customers the profits usually made by "middle men."

Most of the English and French manufacturers have salaried agents, who travel through this country, and from their samples our wholesale dealers, whom they solicit only, can make purchases as well as they could by a personal visit to the factories. The Crockery and Glassware jobbers of Norfolk are liberal, enterprising and progressive men, who are fully up to the times in their business views. Their stocks are always selected with judgment and a thorough appreciation of values, so that their patrons may rest assured that they will be liberally dealt with, given the best terms to be had anywhere upon the same grade of goods, and in every respect receive the advantages of a good market. If the future development of our city will be as rapid as it has been in the last few years, we may expect to see the present capital of seventy-five thousand dollars, now used in this business, augmented by the establishment of factories for the production of these wares.

TRUCK RAISING OR MARKET GARDENING AROUND NORFOLK.

THIS branch of industry, which requires as much and as intelligent application on the part of those engaged in it, as any other trade or science, had a feeble beginning around Norfolk in the year 1842, and it lingered on in its infancy, growing in extent and favor, until about 1865, when it commenced to assume such gigantic proportions as to astonish our people of old school ideas and attract attention from abroad. It now forms one of Norfolk's most substantial and prosperous commercial interests, stepping vigorously from small proportions to represent to-day in annual products estimated reliably to be worth over two millions of dollars, a careful study of its bearing upon every department of trade should not be without interest. The greater part of the annual receipts from trucking is distributed through the various avenues of commerce, having a common centre here, and while Norfolk, as a city, is destined to become great as a Business Centre, she is to-day the Greatest Trucking Centre in the world. New Jersey sent the first systematic truckers to this section in 1842, in the persons of two gentlemen, named respectively, Bates and Hatch, who realized as much as from \$40 to \$50 per barrel for cucumbers, and \$15 to \$20 per barrel for peas, at their first shipment. Other persons followed from New Jersey, and doubtless found in gardening around Norfolk an undeveloped mine of great wealth.

From a communication addressed to us by Col. G. F. B. Leighton, President of the Pomological Society of Norfolk, upon this subject, much of the data for this article has been obtained. His admirable letter to the *Norfolk Virginian*, and published in the issue of that journal, Aug. 5th, 1879, elicited considerable comment from the press throughout the country.

Tomatoes, beans, potatoes, &c., which were in 1842 grown in limited quantities, soon became staple products, but not until after 1857, did more than about half dozen and in 1868 eleven varieties of vegetables leave here for Northern markets, now the list reaches about thirty-eight.

In those days three steamers, of small capacity, made weekly trips to New York, 2,000 barrels being their largest freight load, while the iron propellers of to-day comfortably stow away ten or twelve times as many, and yet leave enough upon the wharves to load four or five more vessels of

the same class. In 1868, 50,000 barrels of Irish potatoes were shipped from here, and 280,000 in 1878. Cabbages sold in New York—26,000 having been sent from here in 1868—at 25 cents per head, and the shipments in 1878 amounted to 175,000 barrels. Strawberries were raised in a small way in 1842, but the best and most profitable variety was not introduced until 1857, and they sold at that time for \$1 and \$1.25 per quart. The number of acres of ground yearly set aside for the cultivation of this delicious fruit can be counted by the hundreds, and in 1878, three million two hundred thousand quarts found their way into other markets from our truck farms. During the picking season our colored citizens flock to the agricultural districts and constitute a formidable army. One grower cultivates 150 acres in berries, and on one occasion employed in one day 1,500 pickers. Cultivation under glass did not meet with much favor here, and in 1845 there were only about 200 sashes in the whole county. Now, since it is more fully understood and its importance demonstrated, one individual has from four to five hundred sashes.

Some idea of the rise in real estate, in consequence of the rapid advance in trucking, may be gained from the fact that a farm, which sold in 1842 for \$4,000, a short while afterwards brought \$6,000, and in 1855, \$18,500, having appreciated in value in a few years 50 per cent., and in 13 years 308½ per cent. Two years after the first sale of this property there were only two truck farms in Tidewater and they were on what is known as the Western Branch, while now, not only is the whole of Norfolk county devoted to trucking, but all the contiguous counties for miles around. Pomology as well as Horticulture has advanced to the dignity of a profession around here, and six, out of the twenty silver medals, awarded by the American Pomological Society of the United States and Canada were distributed in Princess Anne, Warwick and Norfolk counties.

The oft expressed opinion that "there is too much truck raised" is refuted in the fact that each succeeding year there has been an annual increase of at least ten per cent. over the preceding one, and the stability of the industry is evidenced by the truth that Northern markets will take eight times the quantity of our products without experiencing the glut that would have occurred seven years ago. Another proof of the adaptability of this section as the great vegetable supplying centre on the Atlantic coast for Northern markets is the constantly increasing tonnage required to move our products. A steamer with capacity so large as to run unfilled to these markets during the early trucking days, would now be a mere skiff in comparison with vessels of the present time.

It is a mistake to suppose that this business rolls in sudden and incalculable wealth any faster than any other, but all maintain that the margin for profits is good and that by practicing industry and frugality, with rather a goodly stock of experience, one can earn a comfortable competency.

In comparison of the inducements offered by this and Western sections of the country, *incomparable* advantages are possessed by Norfolk. There lands must be cleared, roads, school houses and churches built—here all these things have been done leaving only the work of improvement adapted to present tastes. A greater part of what is raised there must be consumed by transportation charges, often running as high as seven-eighths of the value of the article, when here one-quarter will cover this expense, except when the market is unusually depressed. With crushed oyster shells we have finely macadamized roads, and hauling is rendered easy and inexpensive. If farm improvements are indicative of thrift, we have it fully exemplified in a ride in any direction from the cities of Norfolk or Portsmouth.

What we need now is a subdivision of the lands under cultivation and a higher grade of cultivation given, which calls for more *working* people and more capital. Nature points to Norfolk as the balancing pivot of Northern and Southern products, and it is safe to assert that she will step onward and upward under the influence of a substantial, steady spirit of business progression.

HOWARD & BRO.,

WHOLESALE DEALERS IN

Fish, Oysters, Game, and all kinds of Country Produce,

Nos. 4 and 5 Campbell's Wharf, Norfolk, Va.

THE BACHRACH PHOTO-ENGRAVING CO.

[Levy & Bachrach's Process, Patented January 26, 1875.]

Cor. Eutaw and Lexington Streets, Baltimore,

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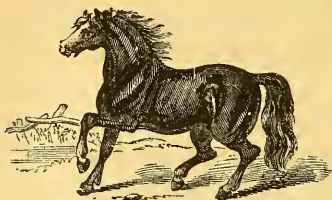
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TO ADVERTISERS:

We call the especial attention of advertisers to the inducements held out to them through the medium of the WEEKLY VIRGINIAN. Its circulation is very extensive through Eastern and South-western Virginia, and all through Eastern and Central North Carolina, and is IN EXCESS OF THE COMBINED CIRCULATION OF ALL OTHERS IN THIS CITY.

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We are prepared to execute with promptness all kinds of

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BORLAND & BROOKE, Attorneys at Law,

Corner of Main and Bank Streets, Norfolk, Va.

WATER LINES.

IN connection with the railway lines of Norfolk, reviewed elsewhere, our harbor is at all times occupied by a fleet of merchant vessels that equal those of any port in the United States. In 1830, only four steamers ran regularly between Norfolk, Richmond and Baltimore. These were the Richmond, Hampton, Pocahontas and Columbus, their hulls having been built in Norfolk and their engines imported from England. In 1834, the steamers Patrick Henry and Thomas Jefferson ran on the James River line, and the Old Dominion on the Hampton route—the last named were built at Norfolk.

In 1826, Messrs. George Rowland, William Rowland and Richard Churchward, built the steam brig New York, to run between New York and Norfolk, and this was about the first attempt at coast steam navigation made by the citizens of Norfolk. Later a regular line was established between this city and Charleston, South Carolina. Thus it will be seen that Norfolk was among the pioneers in the adoption of steam navigation, and from that time until the present, she has steadily improved, until, as we have before remarked, her fleet of merchant vessels are of the very finest character. Prior to the war of 1812, the shipping in our harbor is said to have almost created a bridge between this city and Portsmouth, which has been superseded by the use of steam.

Depth of water and other advantages referred to by Commodore Maury, on pages 16 and 18, together with splendid wharf accommodations, enable the largest vessels to load at any of the spacious wharves that line our city's water front.

Mention is made below of the principal steam lines centering here, but the list does not include the many minor ones that navigate the small rivers tributary to this port. A complete review of them all would require more time and space than can possibly be devoted to this work. The railroad map in another part of this book shows very plainly the magnificent and wealthy back country for which Norfolk is destined to become the great shipping centre.

THE OLD DOMINION STEAMSHIP COMPANY.

THIS is one of the wealthiest and most successful transportation companies on the Atlantic coast. Years ago, when the company was first organized they owned but one steamer; to-day their vessels are the

magnificent "floating cities" that are the pride and boast of our harbor. The New York office of the company is at 197 Greenwich street, and in Norfolk the steamers land alongside of the Company's magnificent wharves on Water street. Thomas H. Webb, Esq., one of Norfolk's most thoroughly informed steamboat men is the agent here, and Commodore N. L. McCready, of New York, President of the Company. The following vessels belong to the company :

The Old Dominion, iron side-wheel steamship, for freight and passengers, 2,222 tons, Walker, master. She has 50 staterooms and can accommodate 200 passengers.

The Wyanoke, iron side-wheel steamship, for freight and passengers, 2,068 tons, Couch, master, has staterooms and accommodations the same as the Old Dominion.

The Isaac Bell, wooden side-wheel steamship, freight and passengers, 1,612 tons, Gibbs, master, has 35 staterooms and capacity for 150 passengers.

The Richmond, iron propeller, 1,436 tons, Stevens master, can accommodate 135 passengers and has 30 staterooms.

The new steamship, which has been recently added to the line, and which attracted so much attention upon her trial trip, is named the Manhattan. She is a handsome iron propeller for freight and passengers, 1,600 tons burthen, Kelley, master. Seventy passengers can find excellent quarters on this vessel.

The Hatteras is a wooden side-wheel steamship, for freight, 868 tons, Mallett, master.

The Albemarle is also a wooden side-wheel steamship, for freight, 891 tons, Hulphers, master.

All of the above named vessels ply regularly between New York, Norfolk, City Point and Richmond.

The regularity with which the vessels of the Old Dominion Line arrive is unrivalled by the ships of any other line covering an equal distance on the ocean. The distance between New York and Norfolk is 285 nautical miles, average time of trip 25 hours. The accommodations on board these steamers compare favorably in every particular with those of any European steamships. Their cabins and staterooms are spacious, elegantly furnished, well ventilated and equipped with all modern conveniences ; the *cuisine* is equal to that of a first-class hotel, and veteran, gentlemanly officers contribute all that can be desired to make the sea trip agreeable and safe.

The skillful management of the Old Dominion line, in connection with the Atlantic Coast Line, Virginia and Tennessee Air Line, Atlantic

Mississippi & Ohio, Seaboard & Roanoke and Chesapeake & Ohio Railways, presents important facilities to the traveling public as well as to shippers. Besides the vessels enumerated above, the Old Dominion Steamship Company owns a number of very fine passenger and freight steamers running up the different waters tributary to the harbor of Norfolk. These minor lines are heavy feeders to the parent one, and are as follows:

Steamer N. P. Banks, wooden side-wheel steamer, 338 tons, McCarrick, master, runs daily between Norfolk and Old Point, and tri-weekly between Norfolk, Cherrystone, Mathews, Yorktown and Gloucester Point, in Virginia.

The Accomack, 434 tons, Schermerhorn, master, runs daily between Norfolk, Old Point and Hampton, and four times a week to Smithfield, Virginia.

The Newberne, iron propeller, of 400 tons, Southgate, master; runs between Norfolk, Newberne and Washington, North Carolina, via Albemarle and Chesapeake Canal.

The last one is the Pamlico, a wooden propeller, 252 tons, Pritchett, master, runs on the same route as the Newberne.

THE MERCHANTS' AND MINERS' TRANSPORTATION COMPANY.

THIS old and staunch company owns a fleet of vessels of the most superb character. Their regular routes lie between Norfolk, West Point, Va., Baltimore, Savannah, Georgia, Boston and Providence. General V. D. Groner is the agent and T. B. Jackson, Esq., assistant. The wharf and offices of the company are at the Western extremity of Main street. The boats of this line are:

The William Crane, iron propeller, 1,416 tons burthen, F. M. Howes, commander.

The George Appold, wooden propeller, 1,456 tons burthen, W. Leland, Commander.

The McClellan, a wooden side-wheel steamer, 954 tons burthen, commanded by G. W. Billups.

William Kennedy, a wooden propeller, 974 tons burthen, H. D. Foster, commander.

The Blackstone, wooden propeller, 1,147 tons burthen, Capt. Jno. C. Taylor, commander.

The William Lawrence, an iron propeller, 1,049 tons burthen, commanded by Jno. S. March, Jr.

The largest vessel of the line and the finest belonging to this port, is

the Decatur H. Miller, a new iron propeller, of 2,296 tons burthen, and passenger capacity for 117. The appointments of this vessel are superb in every respect and she may consistently be styled "a floating palace."

The Saragossa is a wooden freight propeller of 788 tons burthen.

The Johns Hopkins is an iron propeller, 1,470 tons burthen, Wm. A. Hallett, commander.

The average time made by these vessels between Norfolk and Providence is 36 hours, and between Norfolk and Boston, 48 hours.

By reference to the transportation map the many inland connections of this line can be seen—they extend over the entire South and South-west. Through bills of lading are issued by this company over the "Cunard," "Warren" and "Leyland" lines via Boston to Liverpool.

BALTIMORE STEAM PACKET COMPANY.

THE passenger steamers of this company are indeed the "Sound steamers" of Chesapeake Bay; their appointments are of the most sumptuous character and their *cuisine* is in every respect equal to that of a first-class city hotel. These steamers are new, and were constructed with special reference to speed and comfort. With travelers, this line is considered one of the finest trunk lines in the country, and in the Spring and Fall seasons it forms the most popular route between Florida and the North. Coming South, close connection is made at Norfolk with the Seaboard & Roanoke Railroad for the South and South-west, and going North, at Baltimore with the Philadelphia, Wilmington & Baltimore Railroad, for Philadelphia, New York, and points North and North-west. The freight steamers also constitute the water portion of what is known as the Canton Inside Line.

This company is in every sense an enterprising one, and no expense has been spared by its officers to render their line one of despatch and safety. Capt. John M. Robinson is the President, at Baltimore, R. B. Cooke, Esq., local agent at Norfolk. The company's passenger and freight steamers are as follows:

Carolina, iron side-wheel passenger steamer, 984 tons burthen, Dawes, master; built in 1877, staterooms, 75, passenger capacity, 500.

Florida, wooden side-wheel passenger steamer, 1,280 tons burthen, Whittle, master; built in 1876, staterooms, 75, passenger capacity, 500.

Virginia, iron side-wheel passenger steamer, 1,300 tons, Hill, master; built 1879, staterooms, 80, passenger capacity, 500.

Seaboard, iron freight propeller, 662 tons, Cralle, master.

Roanoke, iron freight propeller, 531 tons, Fisher, master.

Transit, wooden propeller, 475 tons, North, master.

THE CANTON INSIDE LINE.

THIS is a daily fast freight line, operated by the Philadelphia, Wilmington and Baltimore Railroad, in connection with the steamers of the Baltimore Steam Packet Company, between Norfolk, Baltimore, Philadelphia and points North, having the same connection here as the Baltimore Steam Packet Company.

CLYDE LINES.

MESSRS. W. P. Clyde & Company, 12 South street wharves Philadelphia, are the owners of the various lines running out of the harbor of Norfolk and known as the Clyde Lines. Captain James W. McCarrick, whose office is at the Company's wharves, Water street, is the general Southern agent. The following vessels comprise Clyde's local fleet :

The Everman, iron propeller, 696 tons burthen, Carr, master ; from Norfolk to Philadelphia.

The Norfolk, wooden propeller, 500 tons burthen, Tunnell, master ; Norfolk and Philadelphia.

The Defiance, wooden propeller, 400 tons, Jones, master ; Norfolk, Baltimore, Newberne and Washington, North Carolina.

The Stout, wooden propeller, 400 tons, Pierce, master ; Norfolk, Newberne and Baltimore.

The Tuckahoe, wooden propeller, 200 tons, Brown, master ; Norfolk, Newberne and Baltimore.

The John S. Ide, iron propeller, 200 tons, Cannon, master ; Norfolk and Washington, North Carolina.

The Pioneer, wooden propeller, 1,100 tons, Platt, master ; Philadelphia, Richmond and Norfolk.

During the trucking season these steamers are taxed to their full carrying capacity. Messrs. Clyde & Company have at all times heartily co-operated with Capt. McCarrick, their agent here, in affording our truckers and shippers every facility in the way of rapid transit between this and other markets.

Many of the minor transportation lines through the State are controlled by the Messrs. Clyde, and to them a great deal is due for their enterprise in developing Norfolk's trade with interior points. From Philadelphia and several Southern seaport cities they have vessels engaged in trade with foreign countries.

THE INLAND AND SEABOARD COASTING COMPANY.

THE iron side-wheel steamer "Lady of the Lake," Capt. T. B. Travers, leaves the Boston wharf tri-weekly for Georgetown, Alexandria and Washington, D. C. This vessel is of 700 tons burthen and can comfortably accommodate 240 passengers. The route is a popular and prosperous one and the passenger traffic in Summer is very large.

THE FARMERS' AND MERCHANTS' STEAM TRANSPORTATION COMPANY.

THE propeller "Keystone," 112 tons burthen, makes weekly trips from Taylor's wharf, Norfolk, to all points on the Chowan and Maherrin Rivers, via Albemarle and Chesapeake Canal, Captain Henry Roberts, agent, Taylor's wharf.

THE DISMAL SWAMP STEAM TRANSPORTATION COMPANY

OWNS the propeller "Helen Smith," 50 tons burthen, running tri-weekly through the Dismal Swamp Canal to Elizabeth City, North Carolina, Captain Henry Roberts, agent, Taylor's wharf.

THE ALBEMARLE AND SCUPPERNONG STEAM TRANSPORTATION COMPANY.

THE steamer "Mary E. Roberts" is the property of this company. She is a propeller of 120 tons burthen, and has stateroom accommodations for twenty passengers. Her regular route lies between Hertford, Columbia and Spruill's Bridge, North Carolina, and Norfolk. A great deal of freight is transported by this company. Agency and wharf the same as the Keystone.

BALTIMORE AND ROANOKE STEAMBOAT COMPANY.

THE steamers of this line are the "Louise," 270 tons burthen, and the "Commerce," 212 tons burthen; both have stateroom accommodations for 20 passengers. They run semi-weekly between Baltimore, Norfolk and Roanoke River. Agency and wharf same as the Keystone.

VIRGINIA STEAMBOAT COMPANY.

THE cozy little iron side-wheel steamer "Ariel," 700 tons burthen, which leaves Norfolk tri-weekly for Richmond and all intermediate landings on James river, belongs to this company.

This line connects Norfolk with the Chesapeake & Ohio Railroad for

Cincinnati and all points West and North-west, besides constituting one of the most interesting and pleasant routes for tourists or health seekers. From the saloon every historical point along the banks of the James can easily be discerned; and in season, the line forms an important link between this city and the Virginia Springs. Excursion parties have found the James River Line a most delightful one, and in summer, almost every trip the steamer makes she is attended by an organized party of excursionists.

Captain James W. McCarrick, agent, at Clyde's wharf, Norfolk, and L. B. Tarun, Esq., the superintendant at Richmond, will give any desired information concerning the company.

NORTH CAROLINA STEAM LINES.

THE following steamers leave the company's wharf, foot of Commerce street, W. Y. Johnson, agent:

Steamer Harbinger, M. E. Gregg, captain, every Monday and Thursday at 6 A. M., for Hertford and Belvidere, North Carolina.

Steamer Enterprise, C. R. Jones, captain, every Monday, Wednesday and Friday at 6 A. M., for Elizabeth City and intermediate points, via the Albemarle and Chesapeake Canal.

Steamer Currituck, J. J. Jones, captain, every Thursday evening for all points on the Cashie River.

NORTH CAROLINA

Steam Transportation Company,

Office, TAYLOR'S WHARF.

Steamer HELEN SMITH

Leaves for ELIZABETH CITY and landings on the Dismal Swamp Canal every Tuesday, Thursday and Saturday at 6 A.M.

Steamer MARY E. ROBERTS

Leaves for HERTFORD, HOSLER'S WHARF, COLUMBIA, SIMMONS' LANDING and SPRUILL'S BRIDGE, every Thursday at 2 P.M.

Steamer KEYSTONE

Leaves for MURFREESBORO, FRANKLIN and all intermediate landings on the Chowan River every Wednesday at 6 A.M.

Stmrs. LOUISA and COMMERCE

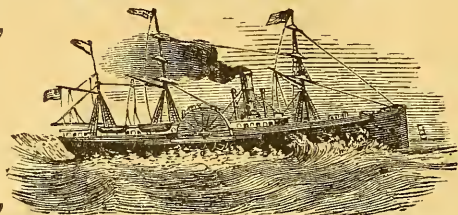
Leaves for BALTIMORE, EDENTON and landings on Roanoke River, semi-weekly. Freight for all points received daily until sundown. Lowest rates guaranteed.

HENRY ROBERTS, AGENT.

OLD DOMINION STEAMSHIP COMPANY'S LINES.

STEAMSHIPS:

OLD DOMINION,
WYANOKE,
ISAAC BELL,
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RICHMOND,
ALBEMARLE,
HATTERAS.

FOR NEW YORK.

One of the magnificent Passenger Steamships of the Line leaves Norfolk for New York, regularly every Monday, Wednesday and Saturday.

Leave New York for Norfolk, every Tuesday, Thursday and Saturday, at 3 o'clock, P.M.

RATES LOW. PASSENGER ACCOMMODATIONS UNSURPASSED. FREIGHT, CAPACITY AND FACILITIES UNEQUALLED.

FOR CHERRYSTONE, MATHEWS, GLOUCESTER AND YORKTOWN.

Steamer N. P. BANKS, Captain P. McCarrick, leaves Norfolk at 6 A.M. every Monday, Wednesday and Friday for CHERRYSTONE, and every Tuesday, Thursday and Saturday for MATHEWS, GLOUCESTER and YORKTOWN, calling each way daily at Old Point going and returning. Freight received daily until 6 P. M. That for Mathews, Gloucester and Yorktown must be prepaid.

FOR OLD POINT, HAMPTON AND SMITHFIELD.

The Steamer ACCOMACK, Captain Schermerhorn, until further notice will leave Norfolk daily (except Sundays) for OLD POINT, HAMPTON, and SMITHFIELD. Returning, leaves Smithfield daily (Except Sundays) at 6 A.M. and Hampton daily (Sundays excepted) at 8 A.M. for Norfolk via Old Point. Touches at Portsmouth going and returning.

SEMI-WEEKLY LINE TO NEWBERNE AND WASHINGTON, N. C.

The Steamer NEWBERNE leaves Norfolk every Monday at 6 A.M., for NEWBERNE, SOUTH CREEK and WASHINGTON, and the Steamer PAMLICO every Thursday at 6 A.M. for MACKLEY'S, WASHINGTON and NEWBERNE. Returning, Steamers leave Newberne every Friday and Tuesday for Norfolk direct. Connects at WASHINGTON with the Company's Steamers COTTON PLANT and PITT, for GREENVILLE and all landings on TAR RIVER, and at NEWBERNE with the Atlantic and North Carolina R.R., for Beaufort, Kinston, La Grange and other stations.

Freight received daily, forwarded promptly, and lowest rates guaranteed to destination.

THOS. H. WEBB, Agent.

CLYDE'S Regular Line Steamships

(*TRI-WEEKLY*)



DIRECT

LINE.

BETWEEN

NORFOLK,

RICHMOND,

CITY POINT,

PETERSBURG,

AND

PHILADELPHIA,

Fall River and Providence!

ALSO BETWEEN

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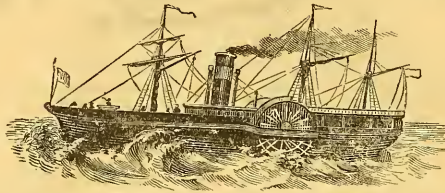
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 AND
LIVERPOOL, ENG.

FALL and WINTER ARRANGEMENT!



For **BOSTON**, The **MERCHANTS' & MINERS' TRANSPORTATION COMPANY** are now running their New and Splendid First-class Freight and Passenger Steamships,

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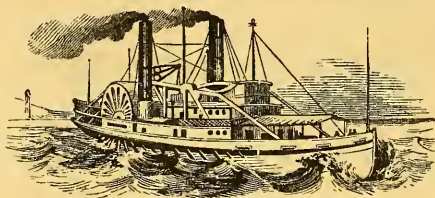
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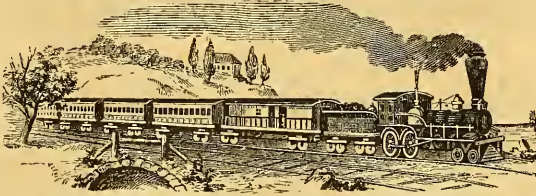
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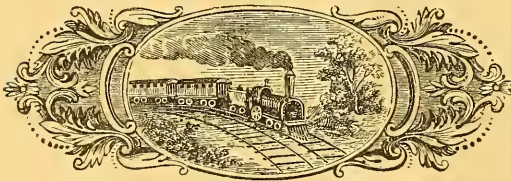
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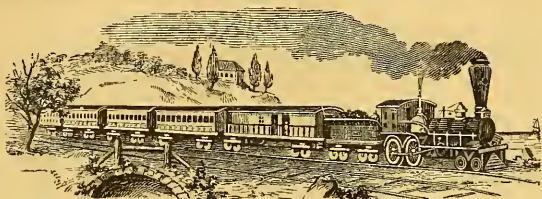
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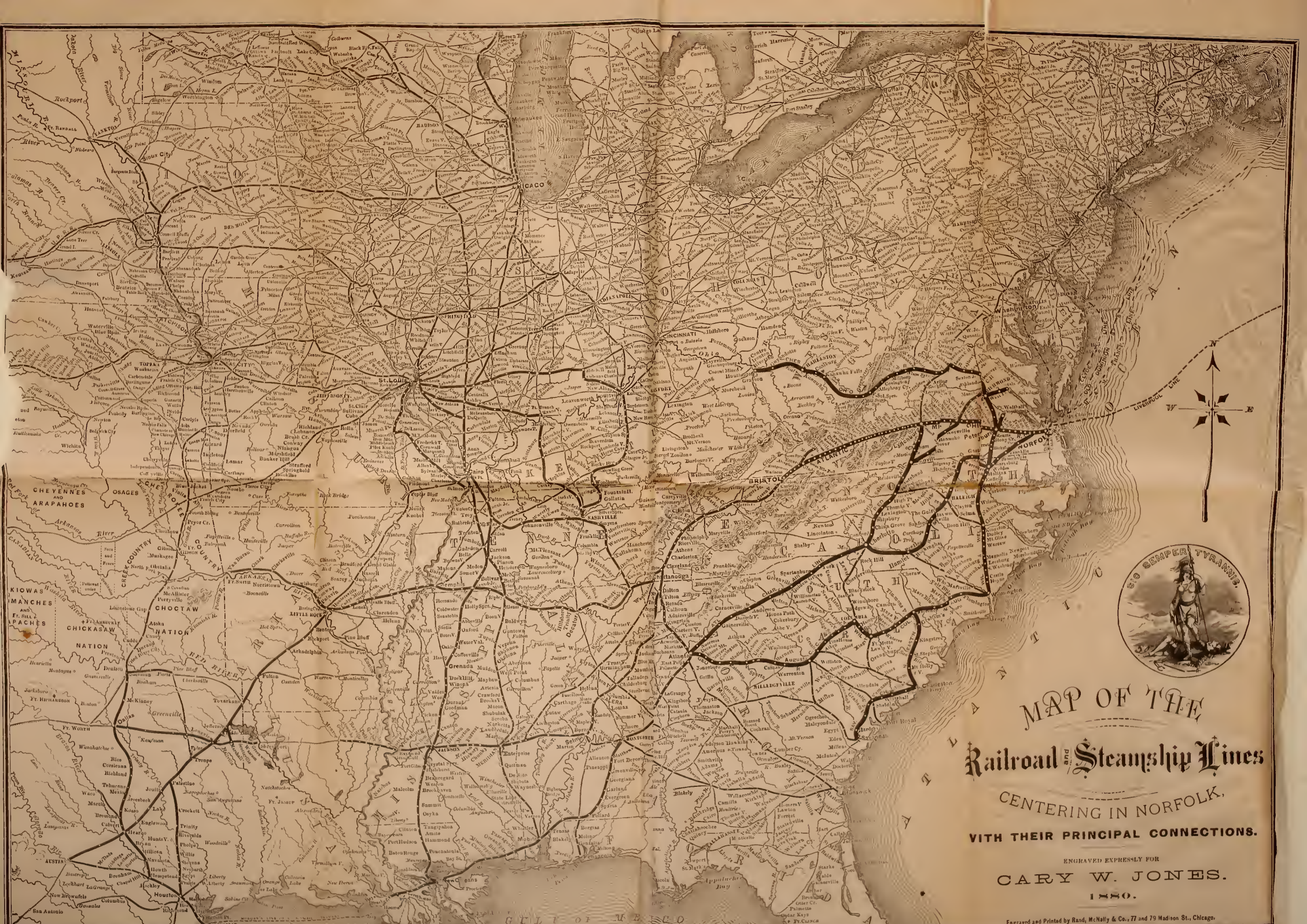








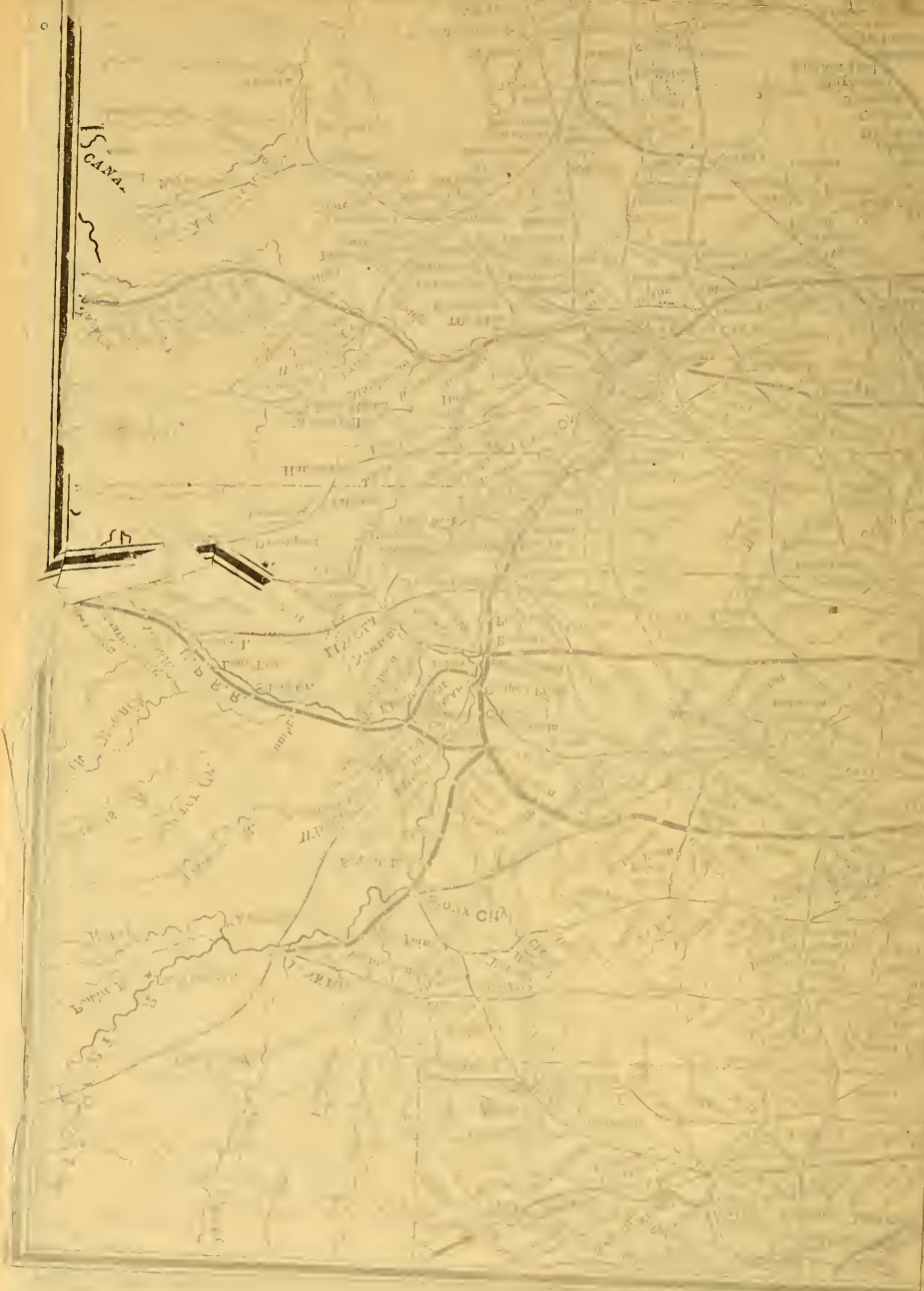




MAP OF THE
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